

SEAFARING

THE ORGAN OF THE SEAFARING CLASS.

A Weekly Newspaper for Seafaring Folk and their Friends.

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[For Transmission Abroad as a Newspaper.] ONE PENNY.

AS OTHERS SEE US.

Resolution passed at meetings of seafaring men in London, Liverpool, Glasgow, Cardiff, Hull, Sunderland, Dundee, Shields, and other ports:—"This meeting pledges itself to support SEAFARING."

Ship Masters' and Certificated Officers' Union.—"Having the largest circulation in the world of any paper connected with shipping, SEAFARING is the best medium for advertising the wants of seafaring men." *Morning Advertiser.*—"Able and smartly written."

Daily Chronicle.—"An ably conducted and interesting paper."

Reynolds's Weekly Newspaper.—"A bright little paper."

Literary World.—"Will be appreciated by all who go down to the sea in ships."

Coast Seamen's Union (San Francisco).—"Delightful and interesting, and a worthy champion of the sailors' cause."

Star.—"What sailors are interested in, and need to know, is culled from all quarters."

Liverpool Daily Post.—"Fast winning a foremost place under the title of SEAFARING. Most popular with seafaring people."

Liverpool Mercury.—"The variety of matter with which it is replete, and the information which it contains, justify its claim to be 'the organ of the seafaring class.'"

Liverpool Echo.—"Nominal price and multiform attractions."

The People.—"It will be useful to those in whose behalf it has been started."

The Democrat.—"Did useful work."

Seaboard (New York).—"Bears that peculiar, indescribable air that most newspaper men recognise as a warranty of long life and prosperity."

Weekly Budget.—"A career of much prosperity and usefulness."

Tonbridge Free Press.—"Interesting to everybody."

Mercantile Marine Service Association Reporter.—"A genuine ring about the articles, which are written in true sailor style."

Scottish Leader.—"Its sails are already filled with a favouring breeze."

Southampton Observer.—"Advocates the interests of seagoing folk with zeal and ability."

Western Daily Press.—"It is well conducted, and full of original matter."

Eastern Daily Press.—"Something in its columns to suit even gentlemen of England."

Engineers' Gazette.—"Rapidly improving, both in quality and circulation."

Hamshire Independent.—"Well conducted."

York Examiner.—"Promises to be one of the most valuable of the class papers."

South Wales Echo.—"Well edited, and interesting."

YARNS.

CXXXIII.

ABOARD A CONVICT SHIP.

BY CAPTAIN TOSH.

Continued from last week.

The convicts having been received on board, it was usual for the captain to leave for London to transact the official business at the Admiralty. Captains are not supposed to work night and day when it can be avoided. As the fastest coach then (the "Eclipse," I think) took about ten hours on the journey from Portsmouth to London, the captain was absent three or four days. Those days of enforced delay were generally devoted to allowing the prisoners a final interview with their relatives before leaving England—many of them for ever. Of course the number to be admitted at one time was restricted, and the time of their visits was limited to about ten minutes each. At such times the officers and crew were fully employed in the necessary duties of the ship, preparing for sea, &c. &c. On one occasion, while thus employed, the sergeant of the guard came to me, evidently much affected, and requested me to look over at the port gangway. I did so, and the reason of the request was at once explained. In a small boat alongside the ship were three persons, an elderly gentleman verging on seventy, and evidently very feeble. He was standing up in the boat, and had a hold of the man-ropes for the purpose of climbing up the ship's side. The ship being lofty out of the water he was unable to ascend, and gave up the attempt in despair. A lady about the same age was sitting in the boat weeping bitterly, together with a younger lady of about thirty, their daughter, also weeping. It appears they had come to the conclusion that they must leave for the shore, as they could not get up the ship's side, and none of the prisoners were allowed to go outside. I saw it all at once. We had an accommodation ladder on the other side, but nautical etiquette forbade any friends of the convicts coming up on that side. My mind was at once made up.

"Brace round the mainyard," I bawled. "Get the lady's chair and whip ready." Round came the mainyard, down went the chair, and we soon whipped all three on deck. On arriving on deck, the evident respectability and deep affliction of the lot caused the soldier officers on the deck to order chairs for the party, to be placed in front of the cuddy for their use. On ascertaining the name that was required, the boat-swain's mate in a very hoarse voice bawled out on the main deck, "Pass the word for

Frederick Lawson." That was needless, for a voice immediately but very feebly replied from close by, "Here!" He was at once conducted aft—but the old lady, directly she caught sight of the grey convict dress, and heard the clanking of the irons, went off in a swoon. The doctor was soon in attendance and bestowing every attention. In the meantime not a word was spoken by the others, who were all in tears. At length the old lady showed symptoms of returning consciousness, and her daughter, who had been attending on her mother, said through her tears—

"Speak to her, Freddy!"

Ah, that gentle voice, in those affectionate tones of domestic and homely love of other and bygone days, had a very visible effect upon all who heard them.

Freddy tried to speak, but it was some time before he could get the words out.

You can easily imagine there was not a dry eye on the quarter deck.

At length, after a violent effort, in something between a whisper and a scream, Freddy exclaimed, "Mo—ther!"

That was enough, the old lady opened her eyes, and putting her arms round Freddy clasped him to her heart, and was heard to say—

"My boy, my poor dear boy." That was quite sufficient for me, I could stand it no longer, but suddenly recollected that the jibboom gear required finishing off, and I went forward to give the necessary orders, still keeping my eyes directed to the group on the quarter deck. In a little while the sergeant was seen coming forward, with the doctor's compliments, and would I please to see the party over the side again.

"All right, I will be there directly," I replied, and was very busy again. The doctor became uneasy, and after a little while sent the sergeant again with the same message, and that the visitors had been greatly in excess of their time.

"I will be there immediately." Chief mates could be as self-willed in that day as they are now sometimes—and I presently saw the sergeant and his gang attempting to put the poor old couple into the boat by his own means. As he appeared very likely to bundle them into the boat like a bag of old clothes, I assisted them out of the ship. Poor Freddy was sent away before the bulkshead, his eyes blinded with tears. He took care to convey his thanks to me in some other way, and at times during the passage, his eyes gave expression to words which he dared not utter.

In due time we left Spithead and had a favourable run into the warmer latitudes. The irons were knocked off from the convicts, and they were given employment to work at their accustomed trades. But the scene we had witnessed at Spithead, coupled with his respectful and quiet demeanour,

gave us all an interest in Freddy Lawson, which was increased by his being appointed by the doctor schoolmaster over the boys and younger convicts, and in that capacity he was frequently allowed to sit between the guns on the quarter deck conducting his school. But the doctor was a prudent man, very reticent, and not inclined to talk about what he knew of the convicts' affairs. However, we found out from him that Freddy (which was not his name, I believe) was a clerk in a large house of business, in which the one above him had in some way or other falsified the entries in some of the books, and it was proved that Freddy was, or had been, privy to the fact. The doctor stated it was his opinion that Freddy was not to blame. His conduct during the passage was most exemplary. He conducted the choir on the Sabbath during fine weather, and made himself generally useful. We afterwards found he had been a secretary to a Sunday-school at some place in London.

Freddy was not the only one who had been accustomed to such duties. About twice during the week, after the convicts had been piped below, a few of them would assemble round the prison gratings in the main hatchway, and from some old tune books which they had brought with them, they would conduct a short service of sacred song, the sentry or sometimes one of the shipboys holding the lantern for them; at times those about the decks joining in, for there were several good voices among them.

When we arrived as far south as Rio Janeiro, the convicts were all paraded on deck and carefully inspected by the surgeon to ascertain if there were any symptoms of scurvy among them. There being no signs of scurvy we proceeded on. The convicts were now ordered a mixture of about half a pint of Portugal wine, with lime juice and sugar, served out daily about "one bell," or just after their dinner, and compelled to drink it at the "tub." When we arrived near the Cape of Good Hope they were again inspected, and the doctor imagined he saw some indications of incipient scurvy, and gave the captain instructions to proceed into Simons Bay for fresh provisions. There was no great desire on the part of the captain to go into port. He saw no necessity for the same, therefore all the difficulties possible against going in were mentioned. We could not get into an anchorage by daylight, and kept under weigh about the entrance to False Bay all night. The ship being under easy sail missed stays twice during the night. This was represented to the surgeon as being very dangerous, keeping the ship in the vicinity of those dangerous rocks at a time when, to all appearance, a gale was approaching.

The surgeon replied, "If that be the case, proceed on to Australia."

This was done at once, when at "eight bells" in the morning, the military officers made their appearance in dress uniform, thinking they should go on shore after breakfast, they found themselves sixty miles from the Cape and out of sight of land, so they declared it was quite "a sell."

We were now fairly launched on those constantly favouring winds prevailing between the Cape and the Australian Continent. When we were about half-way across it was reported to the doctor that a plan had been laid by the convicts to rise, overpower the guard, murder the officers, and take charge of the ship. How this succeeded will come in hereafter.

(To be continued.)

BOARD OF TRADE "REWARDS."

I would wish to ask the public, through the medium of SEAFARING, what is the monetary value of a British seaman's life in their estimation? The Board of Trade appears to compute it at forty shillings on an average, to judge from the rewards (?) given to the crew of the s.s. *Colonist* for rescuing the men of the *Hebe* from imminent danger of death. I read in SEAFARING that the captain of the *Colonist* received a binocular glass, the third officer, Mr. Parker, a silver medal, and four A.B.'s £2 each. The master of the *Hebe* is stated to have said that none but British seamen would have saved them under the same circumstances. What a signal mark of distinction is conferred on Mr. Parker and the men with him who faced almost certain death! Forty shillings for volunteering for the forlorn hope! Is it any wonder that a long list of these 30s. to 40s. unclaimed rewards adorns the walls of every shipping office? Can the Board of Trade not comprehend the fact that a seaman is a sentient being, and regards with contempt and indignation the insulting manner in which his services to humanity are recognised (?) by this grandmotherly autocrat? But this same Board of Trade evidently estimates the life of a foreigner at a higher rate than that of a mere Britisher. The master of the German steamer *Emu* (which left the *Hebe's* crew to their fate) received a piece of plate, the third mate a gold medal, and four A.B.'s each a silver medal! How proud these gallant fellows must feel of the decorations which adorn their manly breasts for the work they didn't do. What patriotic pride must fill their German souls when they perceive that British seamen are made, so to speak, the catspaws to pull the chestnuts (of honour) out of the fire for their glorification. Truly, "a prophet hath no honour in his own country." It is high time that these insults to the manhood of our class should cease. A soldier who, midst the exciting din of battle, saves a comrade's life, is recommended for the Victoria Cross—only bronze, it is true, but with its legend "for valour"—a prouder badge than any that glitters on the breast of the heir apparent. Offer the heroes of the V.C. 40s. as an equivalent and a storm of public indignation will arise throughout the length and breadth of the land. But then, Jack is so different from his brother, Tommy Atkins. He does not shine resplendent in scarlet and gold; his uniform consists, perhaps, of garments well mended (by his own hands), and a suit of dingy-looking oilskins. Tommy saves a comrade when his pulse beats high with the fire of battle, and the excitement of the moment renders him oblivious of danger. Jack volunteers for the boat, tumbles into it with a growl or two at the gear, and without hope of reward, uncheered by martial music or the shouts of admiring spectators, with set teeth and straining muscles, goes coolly and steadily on his errand of mercy. He may succeed or may perish in the attempt. Should he survive, where is his V.C.? The Albert Medal was ostensibly instituted as a fitting recognition of such deeds, but forty shillings appear to be deemed a fully sufficient substitute, so far as an A.B. is concerned. Why is not this decoration conferred on merchant seamen, who often

so richly deserve it? Is not their valour equal to a soldier's? Shame on those who affect to undervalue the man before the mast! Another feature of Board of Trade rewards invariably brings to mind the story of the bluejacket whose ship was going into action. He was observed by a lieutenant kneeling at his gun, apparently absorbed in prayer, and was being soundly berated for showing the white feather, when he coolly observed, "I was only praying that the shot might be distributed like the prize money, your honour." "How so?" said the luff. "The greater part among the officers, Sir," was the reply. And this principle seems firmly fixed in the mind of our grandmother at Whitehall. Take a recent instance. A passenger vessel, the *Danmark*, in distress is sighted by the *Missouri*. The master of the latter stands by a while; his A.B.'s and officers man the boats and save some hundreds of precious lives. Did they receive any recognition approximate to their services? No! They were rewarded on the 40s. scale, whilst the master who did not wet his feet, much less risk his life, was *fêted*, caressed, accorded freedom of cities, presented with plate, medals, and cash; in fine, was, like the crew of the *Emu*, made a hero of for what he didn't do. This is the fashion in which the Board of Trade rewards are distributed, much in the manner of the bluejacket's shot. I do not wish in any way to depreciate the courage of a man because he is commander, but I submit that, in common justice, he is not entitled to receive any greater reward than the men who expose their lives. Let this paltry system of monetary insults be abolished, and, if the Albert Medal is too high-toned for poor Jack, let some honourable decoration be conferred on those who have earned it. Give those who man the boats a silver medal, if you will, but let the captain (and all others who, with him, remain on board), one might justly say have one of bronze to commemorate the event. If these cases are reported to Her Majesty, and she should be graciously pleased to bestow the Albert Medal, in its different classes, on those who actually face death to save life, she may rest assured that it will never grace worthier breasts than those of the "warriors of the sea." An amusing instance of "rewards" is afforded by the *City of Paris* accident. The conduct of the British crew in the hour of trial was admirable, and in the strongest possible contrast to that of the rabble on the coolie-manned *Quetta*. On arriving safely in Queenstown the passengers made a "tarpuin muster," amounting to £600, which was handed over to the New York and Liverpool Mariners' Institution! If wrong, I am open to correction, but I am of opinion that the name and testimony of any A.B. or fireman who ever received any direct benefit from the above-named society would be indeed a curiosity. How many seamen's widows and orphans would £600 have relieved? Comment is superfluous.

DAVY JONES.

SEVERE hurricanes have been experienced in the Pacific during the past month. Their effect appears to have been most disastrous on the coasts of the New Hebrides, where several ships were wrecked, including a "labour vessel," which ran ashore on the Island of Mallicolo, five whites and thirty natives being drowned, while thirty others, who succeeded in reaching the shore, were massacred by the savages.

LORD BRASSEY ON INSURANCE AND LOSS OF LIFE AT SEA.

STARTLING FIGURES.

INTERESTING OPINIONS.

Last week we published some extracts from an article by Lord Brassey in the *Nineteenth Century*, which concludes as follows:—

In 1881 one in 59.96 of the men employed in our merchant service met with a violent death. In 1887-88 the deaths of seamen by wreck, and accidents other than wreck, were one in 106. The deaths by wreck and casualty were one in 157, as against one in 79.39 in 1881. The loss of life in ships belonging to the United Kingdom was 1,543 in 1887-88, or 382 less than in the preceding year, and 489 less than the average for the previous ten years. We have another evidence of increased safety in the decrease of premiums of insurance. There is still large room for improvement. Mr. Gray points out that of the 1,543 lives lost in 1887-88, no less than 789 were lost in

MISSING VESSELS.

The list includes a steamer of 1,573 tons, bound from Bombay to Palermo; a steamer of 1,399 tons, bound from Odessa to Rotterdam; and five steamers, ranging from 1,134 to 1,780 tons, bound from British ports to the Mediterranean in coal. In these and similar cases it is difficult to resist the conclusion that the disasters were due to preventable causes.

It is satisfactory to know that an International Conference has been lately assembled at Washington, which has taken into consideration the whole subject of the loss of life at sea and the means for its prevention. The rule of the road; the lights to be carried by vessels; the sound signals in fogs; the regulations to determine the seaworthiness of vessels in respect to construction, equipment, manning, discipline; the load line; the saving of life and property from shipwreck by lifeboats and rafts, by the use of oil and other means available at sea, and also by operations from shore; the necessary qualifications of officers and seamen; the question of lanes for steamers on frequented routes; night-signals, distress-signals, storm-warnings; the international distribution of the labour of searching for doubtful dangers; the systematic arrangement of lighthouses, buoys, and beacons; and the establishment of a permanent International Maritime Commission—all these were among the many subjects included within the wide scope of the deliberations. We may look forward to good practical results from the inquiry which has been undertaken. Our country has done her part towards securing an effective investigation. We were represented at Washington by Mr. Charles Hall, with whom were associated nautical men of the highest eminence in their profession.

For the losses which take place at sea a large measure of responsibility lies with the shipowner. In his Report to Mr. Chamberlain, Mr. Rothery stated that of 402 cases of loss which he had analysed

no less than 326 belonged to the category of

PREVENTABLE CASUALTIES.

such as undermanning, overloading, bad equipment, and undue pressure on masters to make passages or to cut down-expenses.

This brings us to the consideration of the means by which it might be made, in a greater degree than at present, the interest of all concerned to ensure the safety of ships. The law relating to insurance was not to be considered at the Washington conference. That a revision of the law would tend to increase the safety of life at sea is scarcely open to doubt. Abuses have grown up under which owners can recover from the underwriters sums largely in excess of the value of ships and cargoes. Conclusive evidence on this point was placed before the Royal Commission on Unseaworthy Ships. Mr. Harper, the secretary of the Salvage Association of Lloyd's, was asked the question, "Do you think that this rule of law, which enables the assured to recover

MORE THAN THE VALUE

of the property assured, has any tendency to make the shipowner or the master negligent?"

"It is," he replied, "in the very nature of things, and in human nature, that it must be so. If a man is in this position, that if he keeps his ship it is worth £8,000 to him, but if he totally loses it, it is worth £10,000 or £12,000 to him, what other deduction can you possibly draw but that he must have a bias in the direction of trying to get the £10,000 or £12,000?"

Sir Thomas Farrer gave similar testimony:—

"It was quite clear," he said, "that even if you put the shipowner in as good a position by insurance in case of loss as he would occupy if the voyage were successfully completed, you to that extent diminish the motives which otherwise would actuate him in taking care that the vessel was seaworthy. If insurance went beyond that and gave considerable profit in case of loss, which profit he would not have had if the voyage had been successfully completed, you gave a motive—he would not say for fraud, for he believed cases of fraud to be rare—but you gave a motive for

GREAT RECKLESSNESS."

Mr. Justice Butt, Mr. Hollams, Mr. Walton, Mr. Squarey, and Mr. Lamport gave similar testimony.

The subject of insurance was a prominent topic in the correspondence between the shipowners and the Board of Trade at the time when that department was under the presidency of Mr. Chamberlain. In a letter to the shipowners of Glasgow, Sir Thomas Farrer put the case for the revision of the law with great force and lucidity:—

"This brings me to what you say on the subject of insurance. It is desirable in the first place to remove a misapprehension. It has never been said, certainly not by the Board of Trade, that shipowners are in the habit of sending ships to sea with the criminal intention of losing them and profiting by the insurance. To such cases alone could the terms 'criminal class of shipowners' apply. Nor has it ever been stated that it is not the pecuniary interest of a shipowner who has good ships and a good and prosperous business to carry his business on safely. But it cannot be denied that, under any circumstances,

full insurance weakens the motives for precaution. And if, in addition, shipowners insure their ships at a higher price than they would fetch in the market; if they continue, in spite of the large depreciation which their property suffers, or in spite of a falling market, to insure them at their original cost; if they make

SPECULATIVE INSURANCES

on freight and disbursements; if, when receiving insurances on freight, they do not deduct the expenses which they would have incurred in earning it; and if, in addition to this, employment is failing, and freights and ships are falling in the market, it may well happen that the advantages accruing to the shipowner under his insurance, in case of loss, may be greater than those which he would have enjoyed had his ship arrived in safety, and thus his pecuniary interest may be in losing and not in saving her. To say this, is not to say that he sends her to sea in order to lose her; but it is a state of things in which pecuniary interest is on one side and duty on another, and in which the ordinary motives for precaution are dangerously relaxed."

The question of marine insurance was the main subject dealt with in the recent report of the

ROYAL COMMISSION

on Loss of Life at Sea. After quoting the evidence of Mr. Lowndes and other witnesses, the commissioners express their opinion in a report unanimously signed:—

"It appears to us that the interference with the responsibility of shipowners resulting from full insurance has its bearing upon every matter connected with shipping, the construction of the ship, its loading, its equipment, its manning, its officers and crew, and the sailing directions given them. An owner who is fully insured, as compared with one who is uninsured, or who bears part of the risk himself, is almost insensibly deprived of many of the motives or inducements to care and caution which must inevitably be entertained by the other. It is also certain that there have been instances in which ships have been lost with all hands, and where the owners, by being insured for more than the full value of the vessel and all reasonable expectations of freight and profit, have been considerable

GAINERS BY THE LOSS.

Such cases have been brought under the notice of the Commissioners by Mr. Rothery, the Wreck Commissioner, and by Mr. Gray."

The revision of the law of marine insurance is not an easy task. The subject is peculiarly technical, and the experts give no assistance. The insurance companies which confine their operations to the best risks, and the shipowners of the highest repute, make common cause with men whose practice is widely different from their own. Admitting, however, the difficulties before which successive able Presidents of the Board of Trade have reluctantly given way, it should not be impracticable to so amend the law relating to insurance as to bring it back to a fair contract of indemnity and nothing more. The appointment of a Royal Commission was recommended by the Commission on Unseaworthy Ships. The later Commission on Loss of Life at Sea made certain specific recommendations, having for their object the

PREVENTION OF OVER-INSURANCE.

These recommendations, together with the evidence taken by the Commission, should be referred to a legal Commission to be moulded into practical legislation. It would be impolitic to make revolutionary changes. But reasonable reforms could not be carried through Parliament unless backed by men of the highest authority on the law. No injury would be done to the great mercantile interests of this country by such a reform of the law as would limit the amount recoverable in case of disaster at sea to a fair indemnity for the loss sustained. Reckless investment of money in shipping is injurious to legitimate enterprise. It is in the effort to screw a profit out of business in hard times, and in the face of excessive competition, that lives are imperilled by overloading, undermanning, and the postponement of necessary repairs.

Compulsory load lines and surveys by the Board of Trade have been strongly advocated as means for the protection of the lives of seamen. The rules laid down by the recent Departmental Committee represent the results of the investigations of the greatest authorities in the profession. Conformity to the rules recommended is the utmost that can be insisted upon on the part of the Board of Trade.

It was stated in the opening lines that the present paper has been suggested by a visit to the Congress of Seamen at Cardiff. Acting on behalf of a body of men not conspicuous for commercial sagacity, a more than ordinary responsibility will lie upon the officials of the Seamen's and Firemen's Union. It will be

THEIR DUTY TO WATCH

the action of the Board of Trade, and to press on the attention of members of Parliament all practical proposals for ensuring the safety of life at sea. It will be necessary for them to keep themselves informed of the state of trade, to watch the fluctuations in freights, to note the dividends and other indications of the varying prospects of the shipping trade. They should know when to press and when to restrict their demands. Above all, their influence should be used to raise the moral tone and seaman-like efficiency of those who look to them for guidance. The representatives of the seamen at the conference were impressed with the responsibility of their position, and they have probably observed with regret the action taken by the local branches of the Seamen's and Firemen's Union in connection with the strike of the gas stokers in London.

STEAMERS at New York report having come across a number of icebergs on the passage from Europe.

NEW WHITE STAR STEAMER.—The new steamer *Majestic*, built by Messrs. Harland & Wolff, Belfast, sailed for New York April 3 with mails and about 1,000 passengers. The *Majestic*, like her sister ship, the *Teutonic*, was built under special arrangement with the Admiralty for reservation as an armed cruiser, and these two are the first and only mercantile steamers thus specially constructed. The tonnage of the *Majestic* is about 10,000 tons so that she is twice the size of the well-known *Britannic* and *Germanic*, of the same Company's fleet, and over 2,000 tons larger than the *Umbria* or *Etruria*. The *Majestic* and *Teutonic* are fitted with twin propellers driven by separate sets of triple-expansion engines. The ships are minutely subdivided by transverse and longitudinal bulkheads, enormously increasing their security in the event of accident.

JACK CRAWFORD HONOURED.

The statue of Jack Crawford—the seaman who nailed the colours to the mast at the battle of Camperdown—was unveiled last Monday. The statue, which is in bronze, is the work of Mr. Percy Wood, sculptor, of Chelsea, London, and shows Jack in his heroic act as depicted in last week's SEAFARING. The statue, which has been placed in Sunderland Park, was unveiled by the Earl of Camperdown, in the presence of several notabilities. Previous to the ceremony (which unfortunately took place amidst a downpour of rain), a great procession, consisting of the Memorial Committee, sailors from H.M.S. *Hearty* and *Grappler*, Royal Naval Reserve men, Volunteers, and representatives of the various local bodies, wended its way to the park. The Trade Societies, which formed the larger part of the procession, were headed by the National Amalgamated Sailors' and Firemen's Union, with the general secretary, Mr. Wilson, at its head. Many of the men had their wives with them, and fully 1,800 Union men took part in the proceedings. In this section of the procession were two waggons, the first containing a number of men dressed in every kind of naval uniform, and the second a collection representing Father Neptune and his satellites as they are generally seen on board ship when crossing the line. Several flags were carried, together with the new banner of the Union, which has just been completed. It contains a portrait of Mr. Wilson, and is surrounded with medallions of various officers of the Union. About this point, too, was a youth, who, dressed in sailor costume, pretended to be nailing a flag to a mast with a pistol. Then came stonemasons and bricklayers, the Tailors' Society, preceded by the band of the Sunderland Rifle Volunteers and their officials. The builders made an extremely good show with their models and other trade emblems. The Carpenters and Joiners and the Amalgamated Society of Engineers were in fair numbers, the latter being headed by a piper. Much interest was taken in the battered and weather-worn flag of the Joiners' Society, which bore the date of 1832, and inscriptions describing it as "Venerable." The Shipwrights were a very numerous body, and they also bore models, one of them being the framework of a wooden ship with

A MODEL

of Jack Crawford climbing up the mast. Other emblems consisted of arrangements of tools, models, &c., some of them showing considerable ingenuity in construction. Their banner also made a brave show. The Window Glasmakers were not numerous, but they were headed by a band. The Boilersmiths numbered over 400, and were also headed by a band. Among the models carried by them was one of a riveting machine very ingeniously worked. It created considerable amusement. The North of England Society of Seamen and Firemen had a good display of bunting, including a magnificent new banner, and numbered about 400. Hereabouts came also the banner of the "Jack Crawford" Lodge of Oddfellows. The members of the National Union of Labourers were in strong force, numbering between 700 and 800. The amalgamated trades societies to the number of a few hundred brought up the rear of one of the most interesting processions ever seen in Sunderland. It was received with enthusiasm at many points on the route, the Sailors, Life Brigadesmen, and Orphan Asylum Boys coming in for the lion's share of the cheering. The occupants of the houses in High-street had evidently taken advantage of the occasion to invite their friends, as every window and doorway, almost without exception, was crowded with spectators. It is stated that John Crawford, grandson of the hero, was present with his wife. The

UNVEILING CEREMONY

was commenced by Canon Scott Moncrieff offering a prayer, after which Mr. W. Wickens (chairman of the Workmen's Committee) said that several attempts had been made to raise a statue in honour of the hero of Camperdown, but all of them had failed. It was left for Councillor Annison—(hear, hear)—along with the committee, to succeed where others had failed, but the statue was not only to Jack Crawford, it had the unique distinction of being the only monument of the kind ever raised in Great Britain to a working man. (Applause.) It had been raised by working men to a working man, who, in his day, received no honours and very little attention from the tardy Government for what he did. (Hear, hear.)

THE WORKING MEN

had come forward, and had determined to raise a statue of their own. (Applause.) It commemorated both Jack Crawford and his noble deed at Camperdown when he nailed the colours to the mast of the *Venerable*. The statue would remind the present generation of that glorious action, and arouse the ambition of future generations to do something for the honour and glory of their native country. (Applause.)

Mr. Councillor Annison (hon. secretary of the Memorial Committee) read letters from several notabilities expressing sympathy with the movement, and he remarked that it was gratifying to see the manner in which the working men had assembled in their thousands to do honour to the memory of a gallant sailor. They had to welcome Lord Camperdown, the grandson of the admiral who fought the battle of Camperdown, to unveil the statue.

The Earl of Camperdown, in the course of his speech, said, John Crawford, when he performed that deed, did what he never knew of—he created a phrase in the English language—(hear, hear)—because the words

"NAIL YOUR COLOURS TO THE MAST"

mean a great deal when they are said by men who do not use language in vain. (Hear, hear.) In the year 1797 your town was a very different town from what it is now—(hear, hear)—but it honoured John Crawford, and much to its credit, because it felt that he had conferred honour upon the town. Moreover, they knew the great dangers that they were running at that time, because when the battle of Camperdown took place there was arrayed against us a great combination of the European powers, and if the *Venerable* and her consorts had been towed into the Texel there would have been trouble at Sunderland and all along the English coast, and, moreover, there would have been a landing of foreign troops in Ireland, and the fortunes of England would have been tried perhaps more severely than they had ever been before. (Cheers.) Well, Mr. Mayor, I am not surprised that the town of Sunderland should honour John Crawford, but I must confess that I am surprised and greatly gratified to see such an

ENORMOUS CONCOURSE

of people gathered here ninety years after the action, and sixty years after John Crawford himself died, to honour

A SIMPLE SEAMAN,

because in his day he did what he could for the glory of his country. (Cheers.)

His lordship then pulled a rope which caused the Union Jack, which had hitherto veiled the hero, to fall down, disclosing the figure of Jack nailing the colours to the mast, at which the cheering was continued for some time.

Lord Camperdown added: Now, gentlemen, I feel that I cannot detain you any longer in the present circumstances, but I must make one remark. In looking upon the statue of John Crawford, I cannot but express my deep gratification to see that his fellow sailors are well represented here to-day. I hope that you and the people of Sunderland will never forget that you live on and by the sea, and I hope that there will be in this town, and also throughout the country, constantly more respect shown and more regard felt for those who wear the jacket of the Queen, whether it be blue or whether it be red. (Cheers.) I have again to express, in my own behalf, my very great pleasure at being able to be present to-day.

A bazaar in aid of the memorial fund and the local Seamen's Orphanage followed, and the committee and visitors were entertained to luncheon.

WHERE ARE THE WHALES?—A mystery of the Arctic regions may be cleared up next year, if the season is open. This mystery is: Where do the whales go when ice begins to set in along the Alaskan coast? Whalemens know they go eastward, and it is supposed they congregate about the mouth of the great Mackenzie River, but this and the region to the north-east of the river's mouth are practically unknown territory. The Pacific Steam Whaling Company, of San Francisco, has just purchased a strong steamer, which will be sent to the Arctic next spring with orders to push through to the mouth of the Mackenzie. The reason for this is that whalebone is rising in price, and this season's catch showed that the whales are rapidly decreasing in their usual feeding grounds.

GOT CERTIFICATES

As Masters or Mates, during week ended 5th April, 1890.
 Note.—Ex. C., denotes Extra Master; O. C., Ordinary Master; 1 M., First Mate; O. M., Only Mate; and 2 M., Second Mate; S. S., denotes Steam Ship Certificates.

FOREIGN TRADE.

Name.	Grade.	Examining Board.
Roberts, Hy. G.	2 M	London
Acton, Thos. Hy.	2 M	London
Maby, Achille Jno.	2 M	London
Parsons, Joseph G.	O C	London
Sparks, Vincent F.	O C	London
Muirhead, Henry	O C	London
Moscrop, Andrew E.	O C	London
Lake, Joseph	1 M	London
Lyons, Joseph	1 M	London
Tubin, Edmund	O C	London
Pedley, Joshua E.	1 M	London
Palce, Chas. F.	1 M	London
Renaut, Chas. M.	1 M	London
Galt, Alexr. S.	1 M	London
Liswell, Jno. Andrew	Ex C	Liverpool
Edge, Thos.	O C	Liverpool
Waite, Fredk. Wm.	O C	Liverpool
Edmond, Hy.	O C	Liverpool
Waring, Willis	1 M	Liverpool
Wilson, Jno. McGregor	1 M	Liverpool
Jones, Robt. H.	1 M	Liverpool
Grant, Jas. Wm.	2 M	Liverpool
Pritchard, Saml. D.	2 M	Liverpool
Angus, Percy E.	2 M	Liverpool
Tates, Edward L.	2 M	Liverpool
Rosanneck, Albert Hy.	2 M	Liverpool
Hill, Wm.	1 M	Liverpool
Patrickson, Quintin Jas.	1 M	Liverpool
Hughes, Thomas	1 M	Liverpool
Alinson, Robt. D.	1 M	Liverpool
Cowell, Joseph	1 M	Liverpool
Bolam, Joseph	Ex C	Sunderland

The following, who received certificates during the week ending Mar. 29, were omitted from the list applied to us last week:—

Garrod, Alfd. W.	2 M	London
Husey, Jno. A.	O M	London
Meayall, Jno. W. E.	2 M	London
Thacker, Arthur H.	O C	London
Jones, Philip H.	O C	London
Watt, Edwd. W.	1 M	London
Dix, Robt.	1 M	London
Gray, Jas. T.	O C	London
Davies, Wm. J.	O C	London
Simms, Fredk. R.	1 M	London
Conolly, Henry G.	O C	London
Wetherall, Arthur C.	1 M	London
Lloyd, Wm. H.	1 M	London
Stanley, Walter C.	1 M	London
Sword, Thos. H.	2 M	Liverpool
Morris, Wm.	2 M	Liverpool
Leconstre, Chas. L. A.	2 M	Liverpool
Cross, Chas. L.	2 M	Liverpool
Cross, Wm. H.	2 M	Liverpool
Tidswell, Alfd.	2 M	Liverpool
Strapp, Wm. S.	2 M	Liverpool
Worme, Jno. Fitz. W.	2 M	Liverpool
Wightman, Jno. W.	2 M	Belfast
Napier, Joseph	O M	Belfast
Percy, Alexr.	O C	Belfast
McDowell, Jno.	O C	Belfast
Haddock, Joshua	O C	Belfast
Pennefacker, Jno. T.	2 M	Dublin
Rogers, Jno. T.	2 M	Dublin
Parry, Jno.	2 M	Dublin
Wilks, Geo. H.	2 M	Swansea
Morris, Patk. J.	2 M	Swansea
Fry, Alfd. Geo.	Ex C	Newport

ENGINEERS.

Note.—Ex. 1, denotes Extra First Class; 1, First Class; 2, Second Class.

Name.	Class.	Port of Examination.
Rogers, Ernest G.	2	London
Trewatha, Fredk. J.	2	London
Dixon, W. B.	1	London
Garlick, John B.	2	London
Roberts, n, Wm.	2	London
Reid, James L.	2	London
Geddes, Chas. S.	2	London
Scholefield, Robt.	2	Liverpool
Hughes, Jno. Jas.	2	Liverpool
Bloomfield, Richd.	2	Liverpool
Cameron, Wm.	2	Liverpool
Thomas, Wm. O.	1	Liverpool
Storrs, Peter M.	1	Liverpool
Seymour, Richd.	2	Cardiff
Heath, Louis L.	2	Cardiff
Charles, Wm.	1	Cardiff
Gill, Richd.	1	Cardiff

Name.	Class.	Port of Examination
Rafalias, D.	1	Cardiff
Davies, Ogley	1	Cardiff
Smiles, Robt. T.	2	North Shields
Hunter, John	2	North Shields
Hardy, John H.	2	North Shields
Pritchard, Richd.	2	North Shields
Brookbank, Alex.	2	North Shields
Wardropper, Wm.	1	North Shields
Freeman, Wm. P.	1	North Shields
Garbutt, Fredk. Wm.	1	North Shields
Baber, Saml. E.	2	Plymouth

SHIPS SPOKEN.

Argyll, English three-masted vessel, from New York 28 days out, March 16.
 Alvena, s, New York to Kingston, &c., March 17.
 Aneroid, barque, of Yarmouth, March 31.
 Akaroa, for Wellington, Feb. 23.
 A. M'Cullum, ship, from Rio Janeiro, March 27, off Highlands of Navesink.
 Borrowdale, Liverpool to Honolulu 40 days, Feb. 10.
 Ben Douran, four-masted vessel, Philadelphia to Japan 54 days, Feb. 6.
 Balmeral, for Dundee, Feb. 10.
 Buthshire, four-mast British ship, Portland (Dorset) to San Francisco, Feb. 22.
 Bankfields, three-masted vessel, of Liverpool, bound west, all well, March 26.
 Birdston, British barque, Iquique to Falmouth 20 days, Jan. 20.
 Barbarossa, for New York, March 21.
 Cochin, English ship, March 10.
 City of Hankow, Philadelphia to Higo, Feb. 15.
 Chu-an, s, Calcutta to London, April 4.
 Connaught Ranger, British barque, Pi-agua to Dunkirk 29 days, Jan. 31.
 County of Clare, for Channel, Feb. 11.
 Christian, Galveston to Ayr, March 19.
 Crown of Denmark, for Liverpool, April 4.
 Charles E. Lefukey, barque, March 17.
 Dundee, ship, San Francisco to Hull, Feb. 22.
 Duart Castle, s, March 30.
 Everest, English ship, steering south, March 2.
 Earls Court (?) ship, March 2.
 Eclipse, Shillaber, New York to Yokohama, Feb. 14.
 Energy, British brig, St. Jago to New York, March 25.
 Engelhorn, of Liverpool.
 Farnmouth (? Farnmouth, barque), Port Adelaide to Cork, March 20.
 Forrest Hall, Calcutta to Dundee, all well, Feb. 18.
 Frederick Billings, for Liverpool, Dec. 26.
 Ganymede, British barque, Otago to London 26 days, Jan. 25.
 G'enmark, British barque, Iquique to Falmouth 32 days, Jan. 30.
 Greystoke Castle, British ship, steering south, Feb. 25.
 Germanic, s, New York to Liverpool, March 27.
 Goldenhorn, bound southward, Feb. 20.
 General Gordon, ship, from Portland (O), March 14.
 Helen Denny, Otago to London, all well, March 19.
 Jura, from Demerara, March 31.
 James L. Harvey, barque, Manila to New York, March 26, 50 miles SE of Henlopen.
 Lorraine, British barque, March 22.
 Lord Lyndhurst, for Baltimore, Feb. 6.
 Loch Err (? Loch Urr), barque, bound west.
 Luua, for Falmouth, Feb. 8.
 Lord March, bound south, April 1, 12 miles south of Flamborough Head, all well.
 Mona, barque, Liverpool to Monte Video, March 20.
 Moss Rose, British schooner, March 19.
 Manx King, Tyne to Spencer's Gulf, Feb. 22.
 Moel-y-Don, barque, of Carnarvon, bound east, March 12.
 Madeira, British barque, British Columbia to Falmouth 110 days, Feb. 13.
 Manitoba, s, bound south.
 Morecambe Bay, British barque, San Francisco to Queensland 58 days, Jan. 27.
 Nerissa, s, bound west, all well, March 31.
 Norham Castle, s, Madeira to Cape Town, April 2.
 Orontes, for Sydney, March 26.
 Royal Alexandra, San Francisco to Cork, Nov. 9.
 Ralt, New Orleans to St. Petersburg, March 19.
 Senator, ship, of Liverpool, Vancouver to Roche's Point 124 days, March 29.
 Sylph, English three-masted vessel, bound west, March 26.
 Trafalgar, of Aberdeen, April 2.
 Turkestan, ship, of Greenock, homeward bound, all well, lat. 47, long. 20.
 West York, barque, of Cardiff, March 10.
 Yallaroi, British ship, Sydney to London 53 days, Feb. 12.

SEAFARING DISASTERS.

Adana, British steamer, from Akyab, got aground in the outer port, Ymuiden.
 Abbey Holme, barque, Leith for Middlesbrough, ashore at South Shields in a dangerous position. Captain, his wife, and eight seamen saved.
 Ailsa Craig, s, from Bombay, put into Aden with two blades of her propeller lost.
 Bagna, from London, at New York, lost foremast; much other damage.
 Bella, schooner, of Wick, ashore near Thurso.
 Bridgewater, Allen, of New York, which sailed from Darien on Dec. 5, 1889, with a cargo of pitch pine, and has not since been heard of, was on April 9 posted at Lloyd's as missing.
 Clan Maclean, previously reported ashore, is now afloat, but leaking at the rate of 12 inches per hour; leak since found, and stopped.
 Calaceer, schooner, from Swansea to Dover, and ketch Cameo, of Padstow, from Penzance to London, with stone, have gone ashore at Brightstone, Isle of Wight. Calaceer is full of water, and Cameo leaking. Crews of all saved.
 Caroline Behn, with nitrate, has put into Valparaiso making water and rudder sprung.
 Clan Forbes, s, from Maryport, and Glanmire, s, from Cork, latter being at anchor at the time, collided in Mersey; former started some moulding, etc.; latter damaged some plates on port bow, started decks, etc.
 City of Lincoln, s, went ashore below New Orleans, but got off.
 Dizzy Dunlop, from Port Madoc to Kiel, ashore on Atherfield Ledges, Isle of Wight, and is full of water.
 Edinburgh, British barque, from Cardiff, at Rio Janeiro, leaking badly; lost sails, etc.
 Formosa, barge, of and for Rochester, capsized on Monday in a squall. Crew landed at Lowestoft by steamer Eider.
 Garnet, s, of Glasgow, from Llandulas to Glasgow, went ashore during thick fog, two miles west of the Mull of Galloway light.
 George Lockett, s, collided with the Red Tail, schooner, off Gravesend. The latter vessel lost bowprit. Steamer proceeded, but afterwards reported to have grounded at night during fog at Boulmer, but got off and proceeded to Tyne.
 Harold.—Lloyd's agent at New York cables: Harold total wreck. Part cargo landed.
 Highlands, s, of Hartlepool, stranded at Dungeness April 6, but has since been towed off.
 Mary Lloyd, schooner, Rochester for Liverpool, has put into Newhaven leaky.
 Matilama, London to Monte Video, ashore in West Bay, Dungeness; has bottom much damaged; since towed off, and proceeding to London.
 Minotaur, Deal galley, in attempting to get alongside Holmrook, s, of Newcastle, to get a tow to the East, collided with steamer and sank. A boat was promptly launched from the steamer to the assistance of her crew of three men, and succeeded in recovering one of them named Roberts, but the other two were drowned.
 Marion, s, of Whitby, in proceeding to sea from Cardiff, ran into and sank two or three boats, also holed her own starboard bow below the water line with fluke of anchor, and got aground forward.
 Natal, schooner, went ashore near Berwick, afterwards floated and taken into North Sunderland very leaky.
 Northumbria, s, Rosario for Antwerp, put into Pernambuco with feed valves out of order.
 Osage, British barque, Savannah for Newcastle, was abandoned in a sinking condition March 22, in lat. 45 N, long. 11 W. Crew saved by British barque Highmoor, and afterwards transferred to a Portuguese schooner and landed at Lisbon.
 Perim, s, from Venice, has gone ashore on Ketch Breakwater, and remains; bad case.
 Pelican, trawler, of Dublin, whilst lying at anchor off Ringsend, caught fire, and was burned to the water's edge; total wreck.
 Silver King, steam trawler, in entering Milford Haven dock struck wall and sustained damage.
 Swift, steamer, for Rotterdam, and Elizabeth, from Königsberg, collided in Hull Roads; both since docked at Hull, badly damaged.
 Southgate, British steamer, has been towed into Halifax by the Coventry.
 Taormina, s, got ashore in leaving Ibrail.
 Timandra, brigantine, Maryport for Belfast, was run into and sunk by the Glasgow steamer Owl off Mull of Galloway.
 The Vesta, of Kolding, sailed from Esmeraldas (Ecuador), for Hamburg on June 1, 1889, and has not been heard of since.
 Wilmslow, Nicholson, of New York, which sailed from St. John, N.B., for Belfast on Nov. 30, 1889, with a cargo of deals, and has not since been heard of, was on April 9 posted at Lloyd's as missing.

IN THE DOG WATCH.

From the preference shown by certain shipowners in the matter of employing coolies rather than white men, the uninitiated might possibly imagine the coolie to be a quiet, gentle, and long-suffering creature. That any such notion is a delusion has once again been proved. According to advices just received from China, a desperate mutiny occurred on board the German steamship *Chow Foo*, on Jan. 28, while on a voyage from Amoy to Delhi, Sumatra. The disturbance resulted in the death of thirteen coolies, who were shot in attempting to kill the officers and crew and burn the steamer. There were two hundred and fifty coolies on board, and they mutinied because the captain refused to land them at Singapore. How useless coolies are in emergencies was lately shown on the occasion of the wreck of the *Quetta*.

A good friend to the seamen and their Union has been Mr. W. M. Thompson, the rising young barrister who is the popular candidate for Deptford. This is how he writes in *Reynold's Newspaper* after reading his SEAFARING (as all public men should):—

The value of Board of Trade inspection of seagoing vessels, may be judged by the case of the *Deeside*, which was recently in collision with the *Ludgate Hill*, off the Lizard, with the result of the loss of seven lives. The *Deeside* was a steamer belonging to Aberdeen. Her crew, all told, was thirteen hands, of whom only seven were available for the navigation of the vessel—namely, the master, two officers, and four seamen! The ship was ordinarily navigated by three men—one on the bridge, one at the wheel, and one as look-out. If anything was required to be done, one or other of these had to leave his post, and this was what exactly happened at the time of the collision. They had not even a relieving lamp on board when the red light went out. Mr. Justice Butt severely commented on this dangerous condition of affairs, and stated his opinion that unseaworthiness, caused by undermanning, was "the worst form of unseaworthiness." Yes; but who is to be prosecuted for the criminal neglect revealed?

Who, indeed? Perhaps the Executive of the Sailors' and Firemen's Union at their next meeting will ask this, and demand an answer.

Meanwhile here is a significant bit of news from New York, which readers who remember the recent letter on the subject in SEAFARING will see the point of. The *Marine Journal* says that Mr. Henry D. Plimssoll, of New York, a brother of Mr. Samuel Plimssoll, is now engaged drawing up a Bill to be presented to Congress for the abolition of carrying deck loads of cattle on British steamships in the winter. Good luck to Mr. Henry D. Plimssoll and his Bill say we, and in the interests of the seamen, as well as of the cattle, thousands of readers will echo that sentiment.

Here is another extract from Mr. Thompson's contributions to *Reynold's Newspaper*:—

Mr. J. H. Wilson, the secretary of the Sailors' and Firemen's Union, speaking at Liverpool the other day, very properly condemned, in language not too strong, the conduct of Mr. Whitley, M.P., and Mr. Royden, M.P., two of the Tory representatives for Liverpool, for having obstructed the Load Line Bill, a measure of the greatest importance for the safety of the lives of our seafaring population. It is not surprising that these Tory members acted in this way, because it is a part of the Tory policy to promise a thing and then either to take it away by the legislation with which they appear to give

it, or else to get men on their own side to obstruct, in such a mean, furtive manner as to render the progress of the reform impossible. Mr. Wilson went on, however, to say that he believed the Liberals were as capable of doing the same as Royden and Whitley when it came to a question of their pockets. Now, that is true, in a certain sense, if you distinguish the official Liberal and that advanced section of the Liberal party called the New Radicals and the Democrats. It is to be regretted that gentlemen like Mr. Wilson, who speak with authority to large audiences of working men, should not make this important distinction between the sections of the Liberal party. It might also be pointed out that the fact that there are so many wealthy men in the House of Commons is entirely that of the people themselves. They have now got the voting power, and if many of them were not so servile, obsequious, and cringing, there is no reason why the vast majority of the members in the Commons should not be genuine representatives of the people. I hope to see Mr. Wilson himself there one day, and the sooner the better.

This hope most of our readers will share—nay, indeed, have already expressed. But most of them will hardly agree with the criticism that he should distinguish between the official and the advanced Liberals, seeing that, as parties, both have in the past as systematically neglected the interests of seamen as the Tories have done.

It is often stated that the natives of Aberdeen are too 'cute for any Jew to be able to pick up a living in that granite city, and it is certain that Aberdonians are very canny bodies indeed. Trawl fishermen of that locality have just furnished fresh proof of this by amalgamating or federating with the Sailors' and Firemen's Union—a very wise step which will greatly benefit those fishermen, who have very properly been welcomed into the fold.

The fishers at Grimsby, Lowestoft, Yarmouth, Wick, Shetland, Cornwall, and all round the Irish, as well as the English, Scottish and Welsh coasts, ought to lose no time in doing likewise. Unless they combine to improve their lot and protect their interests, they can look forward to no share in the good time that is coming for Labour. And having once decided to combine, they could not do better than ally themselves with so powerful a body as the Sailors' and Firemen's Union, which will heartily welcome them and teach them how to succeed.

THE greatest fears are entertained concerning the safety of the vessel *Winslow*, under the command of Captain Nicholson, of Seacombe. The *Winslow*, with a cargo of deals, left St. John, N.B., on the 1st December last for Belfast. Nothing has been heard of the vessel since she sailed, and the impression is that she has been lost, with all on board. In addition to the crew there are or were the wife and son—the latter a little boy—of Captain Nicholson on board. It is now over four months since the *Winslow* left St. John, and the passage is ordinarily performed in less than that number of weeks.

THE number and tonnage of British vessels respecting whose loss reports were received at the Board of Trade during the month of March, 1890, and the number of lives lost, are as follows:—Sailing vessels, 46; tonnage, 7,593; lives lost, 26. Steam vessels, 16; tonnage, 8,952; lives lost, 35. Total vessels, 62; tonnage, 16,545; lives lost, 61. The above is a record of "reports received" in the month, and not of wrecks which occurred during the month. Many of the reports received in March relate to casualties which occurred in previous months. Casualties not resulting in total loss of vessels, and the lives lost by such casualties, are not included.

LABOUR ELECTORAL CONGRESS.

The third annual Congress of the Labour Electoral Association of Great Britain and Ireland met at Hanley on April 7. It was stated that the fifty delegates who gave in their credentials represented over 250,000 workmen. Among the delegates were several representatives of the Sailors' and Firemen's Union—a sign that the seamen are in touch with other working men. Mr. G. D. Kelly, of the Manchester and Salford Trades Council and Labour League, presided.—The Congress was welcomed by Mr. T. Wilcox Edge, Mayor of Burslem, and Mr. Woodall, M.P. for Hanley.—Mr. Woodall said the recent action of the German Emperor was a testimony to the growth of a sounder public opinion in Europe upon labour questions; and though they were not likely to look to crowned heads, or even to Parliaments, for redress of their grievances, it was satisfactory to find at the Berlin Conference a disposition to level up the condition of things on the Continent in many particulars to the standard already attained in this country.—The chairman said they desired no class legislation, but a leaving of the House of Commons by the presence of men having a thorough knowledge of the wants of the masses. Another field of operation which presented greater facilities for entering upon, and which was only second in importance to that of direct representation of labour in Parliament, was the return of working men on all representative bodies such as Town and County Councils, Boards of Guardians, and Local and School Boards. (Applause.)—The annual report, read by Mr. Threlfall, Town Councillor (Southport), stated that the affiliated associations included upwards of 300,000 workmen. The report congratulated various local associations on their success in obtaining direct representation on Town Councils and School Boards, and urged the importance of making further efforts in this direction.—A letter was read from Mr. Michael Davitt, who said he was unable to attend, having been called away to Ireland on important private business, but expressed his hope that the cause of direct labour representation in all bodies, local, national, and Imperial, will be strengthened by the work at Hanley.—A vote of condolence with the widow and family of the late Mr. John Lovell, of Liverpool, was adopted.—The rest of the afternoon was occupied with a discussion on a resolution urging an effort to increase the number of labour members in Parliament, "irrespective of the desire or convenience of local politicians with capitalist sympathies." This resolution was moved by Mr. W. Bailey (Nottingham Miners), and seconded by Mr. W. Malkin (Liverpool). It was adopted.—A further resolution in favour of a propagandist campaign by means of deputations and the dissemination of literature was also agreed to.—The Congress then adjourned. In the evening the delegates were entertained at Burslem Town Hall by the Mayor.

On Tuesday the first resolution proposed was in favour of a largely increased representation of labour on municipal and local bodies. It recommended the selection of candidates at an early moment, the registration of voters, the selection of wards where the party majorities are small as the scene of contests and energetic opposition to all unfair employers and known enemies of labour to whatever party they may belong. In the course of the discussion on this resolution a complaint was made by several speakers that sweating was sometimes carried on by a class of workmen who take a job by the piece or by the shift, and sublet it on unfair terms to other workmen, pocketing for themselves £4 or £5 a week. Mr. Winterburn said there were several trade organisations in Birmingham which recognised this system, and in Liverpool similar instances could be found.—The resolution was adopted, together with a recommendation that as far as possible labour representatives on municipal and local bodies should use their influence to promote evening meetings of these bodies.—Mr. W. House, Durham, moved a resolution regretting that in the Employers' Liability Bill just introduced certain objectionable clauses are retained, such as embody the doctrine of common employment, contracting out and limitation of the amount of compensation. In the course of the debate on this resolution a succession of speakers condemned the attitude of Mr. Bradlaugh to the group of questions affected by the Bill. After the resolution—to which was added a recommendation that the labour representatives in Parliament should seek to strike out of the Bill the portion applying to seamen, which provides that the measures shall only apply to seamen whilst in port—proposals were made regretting Mr. Bradlaugh's opposition to the workmen's proposed amendments to the Bill, but differing slightly in the degree in

which they repudiated him as a representative.—Ultimately a resolution which "refused to recognise Mr. Bradlaugh as a labour representative" was carried by 21 votes to 19, against an amendment which declared "That this congress sees no reason why the member for Northampton should assume that he represents the working men of Great Britain on this subject." Resolutions in favour of land nationalisation, payment of members and of election expenses out of the rates, and the preservation of footpaths, were afterwards agreed to, and the place of the next meeting were fixed at London by 24 votes, against 21 which were cast for Birmingham. The Strikes Bill, introduced by Mr. Cuninghame Graham, was condemned as vicious in principle, unworkable in practice, and a likely source of irritation between employer and employed. An instruction was given to the Executive Committee to consider the advisability of securing a labour candidate for the city of Norwich, and a resolution in favour of the better housing of the poor was also agreed to.

BRITISH LABOUR LEAGUE.

The British Labour League was inaugurated at Cardiff on April 7, at a great conference of delegates, over which Mr. Isaac Evans, of the South Wales and Monmouthshire Miners' Federation presided. Letters had been received by Mr. W. H. Hughes, liberal agent, Pontypool, the convening secretary, warmly endorsing the principle of labour representation, from Mr. Gladstone, M.P., Mr. John Morley, M.P., Mr. Burt, M.P., Mr. Broadhurst, M.P., Mr. Fenwick, M.P., Mr. T. P. O'Connor, M.P., Mr. Conybeare, M.P., Mr. Handel Cossham, M.P., Mr. Thomas Robinson, M.P., Mr. Sydney Buxton, M.P., and the Hon. Bernard Corderie, M.P., as well as from Mr. Pritchard Morgan, M.P., and several prominent Welsh members.—Mr. Robinson insisted that the movement should be worked in harmony with the general organization of the Liberal party, and Mr. Handel Cossham cautioned the promoters against doing anything which would hand over Liberal seats to the Tories, "The enemies of all progress."—Mr. Conybeare feared "that labour would never be adequately represented till the country had State payment of members." Much and animated discussion took place on a proposal to make the organization distinctly Liberal, a large number of delegates endorsing the opinion that the movement should not assume any political complexion. Eventually certain resolutions were unanimously agreed to, it being understood that all political consideration should be left in abeyance till the first congress meeting. The resolutions were to the effect that it is necessary in the interests of the democracy of this country that labour should be more adequately represented in Parliament and on local public bodies, and that the meeting resolves to form a national organization for the purpose of securing the return and providing for the maintenance of labour members; that the name of this organization shall be the British Labour League, and that it consist of (1) branches; (2) district councils; (3) a national congress; and (4) an executive council, and that representatives to each of the three latter bodies be elected on the basis of a percentage of membership, such basis to be hereafter decided. Mr. Isaac Evans, the chairman for the day, was appointed president of the organization till the congress meeting, and the following gentlemen appointed vice-presidents:—Mr. Broadhurst, M.P., Mr. W. Abraham, M.P., Mr. John Jenkins (Cardiff), Mr. Alfred Onions (Abercarne), Mr. Magee (London Dock Labourers' Union), and Mr. Henry Davies (Aberaman). An incidental attack upon Mr. Broadhurst as a labour representative, by Mr. Mahone, a London representative, was warmly resented by the Conference.—Subsidiary arrangements followed, and Mr. Hughes was appointed official secretary to the organization. The proceedings then ended.

A CROWDED meeting of the shipjoiners of the River Thames was held on Tuesday, to consider the present position of the strike. The report of the Strike Committee stated that only three firms were now standing out, and the chairman (Mr. J. Friend), stated that the only firm which was now practically fighting them was the Thames Ironworks Company. On the motion of Mr. Drow (United Trades Council), seconded by Mr. Brown (president of the Shipwrights), it was resolved to bring all possible pressure to bear upon the three firms which still refuse to concede the reasonable and just demands of the joiners.

CORRESPONDENCE.

OVERLOADING.

To the Editor of "Seafaring."

DEAR SIR.—Permit me once more to solicit the favour of insertion in your admirable SEAFARING of the following with regard to the above heading. It has lately come to my knowledge, and from good authority, that a steam vessel (at one of the outports), of 1,000 tons register, has actually been "overladen dangerously, and to the extreme extent of 2,000 tons of coal"—a dangerous cargo at all times for various tangible reasons—and enough to sink her. As this vessel was bound to a port in the Mediterranean, she would have to steam through the Bay of Biscay, where, in all probability, and in the month of March, she would encounter a heavy south-west gale of wind with a tremendous sea on. I speak from experience as regards this generally rough locality when serving afloat many years since in the Royal Navy. Should this unfortunate vessel encounter such rough weather as I have described, being so deeply laden, she would strain and labour so heavily that seas would break over her and, in my humble opinion, nothing would save her from foundering with all hands. I have every reason to believe, from what I've heard, that this overloading with coal is very general, and adds to the increasing sacrifice of life at sea, which is a disgrace to the first maritime nation in the world. If poor Jack was to refuse going to sea with a chance of being drowned in the vessel I have alluded to, in all probability he would be sent to prison for three months, and if married his wife and children become destitute. The long and continued fearful sacrifice of life in the British mercantile marine will not bear contemplation. If there were as many cattle drowned through preventable causes, there would be a general outcry, and why? Because the cattle markets would be "affected." This is a great slur on the first maritime nation in the universe. My great surprise is that you can find men possessing sufficient nerve to undertake such a very responsible charge. If the master were to remonstrate or murmur against this iniquitous overloading, in all probability he would be coolly told to resign, and they would soon find some other person to take his place and in all probability for less pay. The reasons for this reckless overloading by shipowners are not far to seek. They insure their vessels for double their value, ship's stores and provisions, including the poor sailors' wages. If any of them are drowned, what becomes of these? The insurer claims all. Such is the greed of gain with some men. Foreign nations are not allowed to load their vessels so deeply, or beyond a certain depth in order to insure safety. It is high time that Great Britain adopted the same law. I must apologise for having thus far reluctantly trespassed on your valuable space, and trust that my object in doing so will plead my apology. With my best wishes for the continued success of SEAFARING,—I am, dear Sir, yours faithfully,

AN OLD SALT,
And late 1st Class Master, 1845, and
Staff Commander, Bombay Marine.

BURNTISLAND HARBOUR MASTER EXPLAINS.

To the Editor of "Seafaring."

DEAR SIR,—In your issue of to-day I am surprised to find a statement from the secretary of the N. A. S. & F. Union, Burntisland, that I tried to prohibit him from walking round the dock. This is not correct, and what actually passed between Mr. Moodie and myself was as follows:—In a shipping office a discussion arose about Mr. Moodie's interference with the crews of vessels, and one agent remarked to me that I should not allow him about the dock. I took his part, and said, no shipmaster or shipping agent had made any written complaint against him. Leaving the office, I happened to meet Mr. Moodie at the Dock-head, and considered that a hint as to what the shipping agents thought would do him no harm, and I mentioned the subject and advised him to be cautious. He replied that the agents could not keep him out of the dock. I said they could not, but might apply to the Harbour Commissioners and have it done. I further remarked that my communication was private—just a friendly hint—and that I had not the least wish to interfere with his business. This is a correct and truthful statement of what passed between us. To my surprise, however, on the following afternoon I received the letter from Mr. McIntosh, a solicitor, which you

have inserted in your paper. As this letter was private, I consider it should not have been published. I may state I did not answer it, as I put it down for bounce. With regard to asking about and reading the letters in the *Fife Free Press*, I fail to see what business this is of Mr. Moodie's. Will you oblige me by inserting this explanation in your next issue.—Yours faithfully,

WILLIAM GALLOWAY,
Harbour Master and Lloyd's Agent,
Burntisland.

Harbour Master's Office,
Burntisland, April 5, 1890.

AN EXPLANATION.

To the Editor of "Seafaring."

DEAR SIR,—In reading SEAFARING I see complaints anent the enrolling into our Union of men who are incompetent to perform the duties of either sailors or firemen. Now, I can't see how this occurs, as the rules distinctly provide safeguards against this class of men, and if the officials do their duty in this respect those complaints would not occur so frequently. But perhaps those who complain are old and experienced men at sea, and do not make due allowance for the want of knowledge in our younger members—a knowledge which only can be acquired by years of experience. Your readers will agree with me that the apprentice just out of his time cannot be expected to be equally skilled with a man of 20 years' service, neither is a skilled artisan ashore different in this respect. But I think captains and engineers (more particularly the former) are somewhat to blame for shipping crews who are so unfitted to give satisfaction, as it is very often a question of money which decides the class of men that these captains get, being in many cases obliged to ship mere boys as able seamen when there are plenty of good men to be had, and all because the captain gets them for 5s. or 10s. less per month. Then, as a rule, these young ones are not sea lawyers, as a better man is generally termed when he complains against the ill-treatment and bad food which he in general receives. Trusting our Executive will soon be able to decide on a scale of provisions that will give satisfaction to all true members of the Union,—I remain, your humble servant,

AN OLD GROWL.

GEO. W. REID, GENERAL SECRETARY,
UNITED STATES SEAMEN'S UNION.

To the Editor of "Seafaring."

DEAR SIR,—My attention has been drawn to a letter in the *Coast Seamen's Journal* of March 19, from G. W. Reid, late secretary of the Hull Branch of the N. A. S. & F. U., who now styles himself general secretary I. A. S. and F. U., whatever that may mean! Is he not already satisfied with the injury he wrought in the Hull Branch of our Union without going out of his way to prejudice the members of the Pacific Coast Union against us, by disseminating a wilful and malicious lie, as contained in the following sentence of his letter—"I am sorry to say that several of the Branches of the English Union are seceding from the National body—they have reason to." Had they been led by such men as he in the past, and been defrauded to such an extent as the Hull members were, they would have had reason to secede. For the information of our brethren on the Atlantic Coast, I may tell them that after being established six months, when their noble general secretary took his departure suddenly for fresh fields and pastures new, he left in the exchequer of the Hull Branch the noble sum of 14d., even emptying the contents of the charity boxes and the fine box which stood on the office table, and appropriating the receipts for the sale of SEAFARING for that week. The grim humour of the concluding paragraph is highly amusing to those acquainted with G. W. Reid's little idiosyncrasies—"Our general president, myself, and Mr. Gomer, have arranged as to spending the 500 dollars received from the Coast Seamen's Union, by a regular method." Comment is needless after the facts stated. The above will partly answer your Boston, U.S., correspondent, Mr. John F. O'Sullivan, as the facts stated above may be relied on as the truth by

NUNQUAM DORMIO.

[We regret that this correspondent, who is a prominent official of the British Sailors' and Firemen's Union, and is in a position to know the facts as to Reid, should not have permitted us to give his name. But this is of less consequence, as it will be seen from our report this week of the Hull Branch that the secretary has been instructed to send Mr. O'Sullivan, accountant to the United States Union, a full report of Reid's conduct at Hull, a copy of which should be sent us for publication.—Ed. SEAFARING.]

NOTICES.

SEAFARING, published every Saturday, price one penny, will be sent to any part of the United Kingdom, post free, at the following rates of subscription:—

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TO CORRESPONDENTS.

Correspondents must write on one side of the paper only anything meant for publication, and address, not to 36-40, Whitefriars-street, but to 150, Minories, London, E.

All communications should be addressed to ARCHIBALD COWIE, SEAFARING Office, 150, Minories, London, E., to whom remittances must be made payable. (Post Office Orders at Minories, London, E.) The Editor declines all responsibility for rejected manuscripts, although when stamps are enclosed he will endeavour to return such matter as he may be unable to use.

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To provide a good Class of Men, who shall be on board at the appointed time, and in a sober condition, ready for work;

To provide assistance in case of Illness, Accident, and Shipwreck; and

To provide Legal Assistance for all Claims and defences.

Full particulars may be had of any of the Secretaries, whose names and addresses

ABERDEEN.—Jas. C. Thompson, 49, Marischal-street, secretary; J. S. Watt, Esq., advocate, 7, King street, law agent. Meeting, in the Offices, 49, Marischal-street—contributions, 7 p.m.; business, 8 p.m., every Monday evening.

AMBLE.—G. H. Guthrie.

ARBROATH.—J. Wood, 17, Ferry-street, Montrose.

ARDROSSAN.—W. Galbraith, 50, Princes-street.

BARROW-IN-FURNESS.—E. Clayton, 21, Hindpool-road. Meeting, Monday evening, 7 p.m., at office.

BARRY DOCK.—J. Harrison, 4, Station-ter., Cogan, secretary; J. H. Jones, Esq., St. Mary-street, Cardiff, solicitor. Meeting, Thursday evening, 7.30 p.m., at the Barry Hotel, near Barry Railway Station.

BELFAST.—R. Price, 41, Queen-square.

BIRKENHEAD.—Alexander Shepherd, 12, Taylor-st. Meeting, every Wednesday evening at 7.30 p.m.

BLUTH.—James Heatley, 9, Market-street. Meeting, Wednesday evening, 7 o'clock, at Mr. Thompson's Cocoa Rooms, Waterloo, Blyth.

BO'NESS.—John Adamson, Jun. (agent pro tem.), South-street.

BRISTOL.—J. Fitzpatrick, 45, Prince-street, Queen's-square, secretary; Captain C. T. Taylor-Rae, president; Dr. Triston, 115, New Cut, medical officer; Mr. Cross, May-chambers, Clare-street, solicitor; Captain Langdon, 69, Queen-square, treasurer. Meetings, every Monday evening, 7.30 at The Ship, Redcliff Hill; every alternate Saturday, 7.30 p.m., at Steam Packet Hotel, Horwell-road.

BURNISLAND.—Jas. Moody, 12, Somerville-street, secretary, who is to be found at the office till 9.30 p.m. any night; Alexander Mackintosh, Esq., 41, High-street, law agent. Meeting, every Monday evening at 7 p.m.

CORK.—Michael Austin, 6, Patrick-street.

CARDIFF.—John Gardner, Sailors' Union Institute, West Bute-street, secretary; Dr. De Vere Hunt, Westbourne-crescent, Canton, medical officer; Joseph Henry Jones, Esq., St. Mary-street, solicitor.

DUBLIN.—John Dench, 87, Marlboro'-street, Meeting, Friday evening, 7.30 p.m., at 87, Marlboro'-street.

DUNDEE.—C. W. Millar, Mariners' Hall, 48, Candle-lane, secretary; Messrs. Cowan & Dunbar, 3, Reform-street, Dundee, solicitors. Meeting, Monday, 7 p.m.

FLEETWOOD.—J. Davidson, Sailors' and Firemen's Union, corner of Dock and Albert-streets, secretary; F. Addie, Esq., solicitor. Meeting, Monday evening, 7 p.m.

GLASGOW.—J. D. Boyd, 13, James Watt-street, secretary; Mr. J. McQuillan, president; R. A. Rennie, Esq., 146, West Regent-street, law agent. Meeting, Thursday evening, 7.30 p.m., at 102, Maxwell-street.

GOOLE.—W. R. Chappell, Bank-buildings, sec., R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Tuesday and Friday evenings, 7.30 p.m., at Bank-buildings.

GRAYS.—Wm. Wall, 18, Charles-street. Meeting every Wednesday, 7 p.m., at the Queen's Hotel, High-street. Mr. Henry Mills, president.

GRAVESEND.—John Deginn, secretary, Plimsoll House, The Terrace, Gravesend. Meetings, Monday, 7.30 p.m., at same address.

GREAT GRIMSBY.—Wm. Young, Unity House, 1, Kent-st., secretary; R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Monday and Friday, at 7 p.m.

GREAT YARMOUTH.—Charles Albrough, 121, High-street, Gorleston. Meetings at 7, Friars-lane, every alternate Monday evening, and at 121, High-street, Gorleston, every alternate Monday.

GREENOCK.—E. Donnelly, 16, East India Breast.

GRANGEMOUTH.—Chas. C. Byrne, Masonic Hall, Grange-street, secretary. Office hours, 9 a.m. to 6 p.m. (Saturdays, 9 a.m. to 1 p.m.) Wm. M. Anderson, Esq., Grange-street, solicitor. Meeting, Monday evening, 7 p.m., in Public Institute.

HULL.—J. Hill, Unity Hall, Prince-st., Dagger-lane, secretary; Mr. John Hussey, outside delegate; R. W. E. Whitehead, Esq., Bowlalley-lane, solicitor. Meeting, Tuesday and Friday evenings, 7.30.

KING'S LYNN.—Wm. Bennett, 14, South-street. Meeting, Friday evening, 8 p.m.

LEITH.—R. Smith, Trafalgar Hall, 54, Bernard-street. Meeting, Thursday evening, 7.30.

LIVERPOOL (South End).—Wm. Nicholson, Malakoff Hall, Cleveland-square, secretary; W. Atcherley Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor. Meeting, Monday evening, 7.30, in Malakoff Hall.

LIVERPOOL.—(North End).—T. Connarty, 116, Derby-road, secretary; Dr. Leet, Derby-road, Bootle, medical officer; W. A. Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor.

LONDON (Tidal Basin).—G. Pirrett, opposite Shipping Office, Tidal Basin, E. Meeting, Friday evening, 8 o'clock.

LONDON (Tower Hill).—J. Wildgocse, secretary, 3, Mint-pavement.

LONDON (Green's Home Branch).—T. H. Clark, 5, Jeremiah-street, East India-road, E.

LONDON (Rotherhithe and Deptford Branch).—C. Wykes, 20, Forsyth-street.

LONDONDERBY.—A. O'Hea, 27, William-street.

MARYPORT.—J. Smith, Elliott-yard, Senhouse-street, secretary, resides on the premises, where he can be seen at any time. Meeting, Monday evening 7 p.m.

METHIL.—Wm. Walker, High-street.

MONTROSE.—John Wood, 17, Ferry-street. Meeting, Monday evening, 7.30, at office.

MIDDLESBRO.—George Cathey, Robinson's Market Hotel, Market-place, secretary; Dr. Ellerton, 88, Gosford-street, medical officer; T. Watson Brown, Esq., B.A., LL.D., 57, Villiers-street, Sunderland, solicitor; Geo. M. Mallam, outside delegate. General meeting, Monday, 7 p.m., at Robinson's Market Hotel; committee meeting, Thursday evening, 7 p.m. Telephone No. 5127.

NEWCASTLE-ON-TYNE.—John Mansell, 5, Broad Chare, Quay-side; H. W. Newton, Esq., 2, Elliason-place, medical officer; R. Jacks, Esq., King-street, South Shields, solicitor; Meetings, Mondays and Fridays, at Lockhart's Cocoa Rooms, Side, 7 p.m.

NEWPORT (Mon.).—F. Gilman, 31, Ruperra-street, secretary; Dr. Pratt, Ruperra-street, medical officer; Digby Powell, Esq., Dock-street, solicitor; Mr. G. Campbell, outside delegate. Meeting, Thursday evening, 7.30, at Tradesmen's Hall, Hill-street.

PENARTH.—J. Harrison, 4, Station-terrace, Cogan, secretary; J. H. Jones, Esq., St. Mary-street, Cardiff, solicitor. Meeting, Thursday evening, 7.30 p.m., at Barry Hotel, Barry, opposite Barry Railway Station.

PETERHEAD.—T. D. Rennie, 66, Queen-street, sec. PORT GLASGOW.—E. Donnelly, 16, East India Breast, Greenock.

PLYMOUTH.—E. R. Thackwell, National Sailors' and Firemen's Union Office, Woolster-street, near Shipping Office. Meetings, Friday evening, 7 p.m. at the office.

SEAHAM HARBOUR.—Richard Raine, Duke of Wellington Hotel, Railway-street, South.

SHIELDS (South).—D. Clement, Seamen's National Union Hall, Coronation-street, secretary; G. Cowie, assistant secretary; Dr. Robson, medical officer, 1, Regent-street; solicitor, R. Jacks, Esq., King-street. Meeting nights, Monday and Friday, at 7 p.m.

SHIELDS (North).—George Stewart, 8, New Quay, secretary; Dr. Robson, medical officer; R. Jacks, Esq., solicitor. Meeting, Monday, 6.30 p.m.

SOUTHAMPTON.—Chivers, High-street Chambers, 80, High-street, secretary; J. Hallett, Esq., 20, Portland-street, solicitor; Lieut. Tankerville Chamberlayne, R.N.R., Weston-grove, president. Meeting, Tuesday evening, 7 p.m.

SUNDERLAND.—W. Lonsdale, Prospect-row, near Shipping Office. Meeting, Monday evening, 7 o'clock, at 174, High-street East. Solicitor, T. Watson Brown, Esq., B.A., LL.D., 57, Villiers-street.

SWANSEA.—R. Thomas, Colosseum Hotel, Wind-st. WEST HARTLEPOOL.—J. Leahy, Russell's Buildings. Meeting, Friday evening, at 7 p.m., at office.

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BLUTH.—Mr. Heatley, 9, Market-street.

BRISTOL DISTRICT AND BRISTOL CHANNEL PORTS.—Capt. Langdon, Pilot's Association, 69, Queen-square.

BURNISLAND.—Mr. Moody, 12, Somerville-street.

CARDIFF.—Mr. Gardiner, Seamen's Institute, West Bute-street.

DUNDEE.—Mr. C. Millar, Mariners' Hall, 48, Candle-lane.

GLASGOW.—Mr. Shanley, 232, Broomielaw.

GOOLE.—Mr. Chappell, 28, Boothferry-road.

GREAT GRIMSBY.—Mr. Young, Unity House, 1, Kent-street.

HULL.—Mr. James Hill, Unity Hall, Prince-street, Dagger-lane.

LEITH.—Capt. Tosh, 34, Barnard-street.

LONDON.—Mr. Clarke, 9, Jeremiah-street, East India-road; or, Mr. Pirrett, Seamen's Union, opposite Shipping Office, Tidal Basin.

MIDDLESBROUGH.—Mr. J. J. Robinson, Robinson's Market Hotel.

NEWCASTLE.—Mr. Mansell, 5, Broad Chare, Quay Side.

NEWPORT (Mon.).—Mr. F. Gilman, 31, Ruperra-st.

SUNDERLAND.—Capt. George Lee, Albion Hotel, Woodbine-street.

WEST HARTLEPOOL.—Mr. Leahy, Seamen's Union, Russell's Buildings.

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NOTICE TO SECRETARIES AND CORRESPONDENTS.

On and after Monday, April 7, all communications for Gravesend Branch, Seamen's and Firemen's Union, should be addressed to "Plimsoll House, The Terrace, Gravesend."

JOHN DEGNIN, Secretary.

NOTICE.

On and after May 28, 1890, all communications, etc., for the Leith Branch of the National Amalgamated Seamen's and Firemen's Union should be addressed to "Seamen's Union Offices, 15, Commercial-street (opposite Shipping Office), Leith."

ROBT. SMITH, Sec.

NOTICE.

Sailors are earnestly requested not to join any Whitstable or Faversham vessel under £4 per Month, and Ordinary Seamen according to their merit, as the men intend to sail by the Month instead of by the Voyage. Branch Secretaries and Delegates are requested to look after the above vessels that may visit their Ports.

J. DONOVAN, Sec.,

WHITSTABLE BRANCH.

March 30, 1890.

NATIONAL AMALGAMATED SAILORS' AND FIREMEN'S UNION Of Great Britain and Ireland.

It is urgently requested that Members of the above Union will note the fact that part of our agreement with the Steamship Owners' Association was, that after signing articles, they should not be asked to work either Cargo or Winches in the Home Port, during the struggle with the Dock Labourers. We also call upon all our Members not to interfere with Flatmen's work or any other class who may have a dispute with their Employers. Members found doing such work after this notice will be dealt with by the Union.

The Wages according to agreement are for the Western Ocean and Baltic:—
Firemen - £5 0 0 | Trimmers £4 10 0
Sailors - - £4 10 0
All other grades in proportion.

Southward:—
Firemen - £4 10 0 | Trimmers £4 0 0
Sailors - - £4 0 0
All other grades in proportion.

By Order of the Committee,

W. NICHOLSON,
Liverpool District Sec.

NATIONAL AMALGAMATED SAILORS' AND FIREMEN'S UNION OF GREAT BRITAIN AND IRELAND.

IMPORTANT NOTICE TO MEMBERS.

Contributions will in future be received from Members of the above Union, at

3, MINT PAVEMENT, TOWER HILL.

Any Contributions paid at 23, KING STREET, on and after January 31st, WILL NOT BE RECOGNISED AS A PAYMENT TO THIS UNION.

All Members of the Tower Hill Branch are invited to attend the Meetings of the Green's Home Branch, until further notice.

Signed on behalf of the Executive Committee,

J. H. WILSON,
General Secretary.

N. A. S. & F. U. HULL BRANCH.

Section B.—Steam Trawler and Tug Boat Engineer Branch.

Section C.—Fisherman Branch.

Meeting Nights: Monday and Thursday at 7.30 p.m., at Union Offices, West Dock Avenue, Billingsgate, Hull.

Join at once; combine to protect your interests, and improve your condition. Entrance Fee to be raised shortly.

OFFICE OPEN DAILY FROM 9 A.M. TO 5 P.M.

Seafaring.

SATURDAY, APRIL 12, 1890.

That the Sailors' and Firemen's Union would not, and indeed could not, either succeed, last, or become a National organisation, used often to be confidently asserted. These assertions are not so frequently heard now that the Union is an established National organisation, has succeeded beyond all precedent, and promises to last long after its founders have passed away. Yet one occasionally still comes across an individual or two who would have waverers believe that the Union will not stand. It may therefore be useful to note the fact that the Australian Colonies have a vigorous and flourishing Seamen's Union, which has lasted a considerable time; and that the Pacific Coast Seamen's Union last month celebrated its fifth anniversary in great style at San Francisco. On that occasion an old member of the Union remarked:—

We may well be proud of the history of our Union. We realised that our only salvation did lie in unity, but our many struggles and fights also taught us that we had to march step by step, and this spirit of conservatism once established, has brought about the most radical changes. We must marvel when we compare the present with the past. Where five years ago seamen were loathed and despised by shore people, they stand now respected and honoured by their many friends, and feared by their enemies. The Union seaman of to-day is a different being from the outraged Jack of five years ago, then at the mercy of Jew, boarding-master, or any other crimp. We know what a great moral change has been wrought among seamen through the influence and teachings of the Union. It has obliterated drunkenness; it has stimulated a desire for gentlemanly conduct and behaviour; it has instilled and fostered education and learning; in short, it has made of our members better men and citizens. If these are the results of only five years of work, we can be satisfied the future has great events in store.

Of that there can be no doubt. One does not require the gift of prophecy to foresee it. Meanwhile the powerful and flourishing condition of the Coast Seamen's Union reflects infinite credit upon all concerned in building it up, and its success should not only make us proud of such brethren, but it should serve to show the timid how vast a revolution can be wrought in the lot of seafaring men, if they will but be true to themselves and each other. Celebrating, as the Pacific Union was, a series of triumphs over tremendous difficulties, it was natural that a little tall talk should have been indulged in. Britishers expect that kind of thing from their American cousins, and can make allowance for it, especially on such an occasion when there was so much to boast of. But in all friendliness towards both the Pacific Coast Union and its admirable and interesting organ, the *Coast Seamen's Journal*, we may be permitted to point out that it was in-

correct to say, as one of the speakers did, that "Last year it was the only seamen's paper in the world, but our example has again been copied and we have now seafaring journals in the old country as well as on the Atlantic coast." SEAFARING was not only in existence last year, but during several months of the year before, and at the time it was started we were not aware of the existence of the *Coast Seamen's Journal*—if, indeed, the *Coast Seamen's Journal* did exist in July, 1888, as we believe it did not. But whenever it was started the *Coast Seamen's Journal* quite deserves to be described, as the same speaker called it—"one of the brightest and best of all the advocates of the seamen's cause," and it is interesting to read the following tribute which he paid to its success:—"But we cannot well conscientiously speak of the history of our Union without mentioning our Journal, to which we mainly must attribute our present standing in the eyes of the community. The Journal has revolutionised the ideas of shore people regarding Jack and his craft; it has swept away the cobwebs spun by the fantasies of maritime novel writers; it has shown the seaman in his true rôle, as he is and what he can do."

That SEAFARING has been of great service to the cause of the seamen and the British Union has been repeatedly acknowledged by the most competent judges. But while SEAFARING has a large and ever increasing number of appreciative readers it is by no means so well supported in the matter of advertisements as is the *Coast Seamen's Journal*. The explanation is very simple. Members of the Pacific Coast Seamen's Union buy what they require only from such tradesmen as advertise in their Journal, thus compelling these men to advertise. If all members of the British Seamen's Union would patronise only such tradesmen and boarding houses as advertise in SEAFARING, we would soon be able to make many improvements, and do yet more good for the seamen than we have done in the past. Correspondents are constantly suggesting that the size of SEAFARING should be increased—a suggestion which we should be very glad to carry out. But it is a question of expense, and without more support in the shape of advertisements, we cannot afford to increase the size of the paper. The remedy, therefore, rests with members of the Union themselves. It is a gross insult to them, as well as a gross injustice to us, that persons who are supported by the patronage of seafaring men, should boycott the advertising columns of a paper devoted to the interests of the seamen. Some capitalists would rather lose the extra custom attracted by advertising in a Labour paper, than help the cause of Labour by so supporting a Labour paper. But these are the minority. Most advertisers have only to be shown that customers can boycott as well as they, and the boycott will cease, so far as traders are concerned. There remain the Government and official advertisements. None of these, intended as many are for the perusal of mariners, are ever given to SEAFARING, although it has the largest circulation of any paper among seafaring men. Instead of being sent to SEAFARING they are sent to publications which have comparatively few seafaring readers, the result being that the majority of men for whom such announcements are intended do not see them, and the public funds are wasted. This we hope to have properly represented

in the right quarters and remedied. But the boycotting of SEAFARING, as an advertising medium, by so many persons who get their living out of seamen, is a matter that only the seamen themselves can effectually remedy.

It may be of interest to note that as the law stands at present with respect to Local Marine Boards it is provided by the Merchant Shipping Act, 1854, that they shall be constituted as follows:—The mayor or provost and the stipendiary magistrate, or such of the mayors, or provosts, and stipendiary magistrates of the place (if more than one) as the Board of Trade appoints, shall be a member or members *ex-officio*; the Board of Trade shall appoint four members from persons residing or having places of business at the port, or within seven miles thereof; and the owners of foreign-going ships, and of home trade passenger ships, registered at the port, shall elect six members. The Board of Trade, it will thus be seen, appoint four members on each Board, so that if they were to distribute the whole of their patronage to seamen, which might be too much to expect, there could not, even then, be an equitable representation of that class, for shipowners would still preponderate. Neither can the owners on the list of voters elect anyone outside their own class, even if they so desired, for, by the Merchant Shipping Act, only those persons who appear on that list are eligible to be elected members of a Local Marine Board. Thus, the only chance for seamen is through Board of Trade patronage, which is a very small one as shown above, and as latterly proved by the recent appointments. The inadequacy of the present system is too manifest. What the seamen want is a voice in the conduct of these Boards as great as that of the shipowners whom they serve. On such matters as Local Marine Boards have to deal with, it is the seamen, and not the owners, who risk most—their lives. It is, unfortunately, only too easy to set forth grievances which seamen groan under; but great difficulty lies in finding a remedy and then obtaining an alteration of existing statutes so as to apply that remedy. Perhaps, writes a correspondent, some such scheme as the following would cause general satisfaction, giving as it does equal representation all round. The Boards now consist of ten members, besides those *ex-officio*—these latter seldom attend. Let future Boards consist of eighteen members, six to be appointed by the Board of Trade, six elected by shipowners, as at present, and six to be elected by seamen. A register could be opened at the Mercantile Marine Office some time before the election was to take place, for the registration of the names of seamen entitled to vote. Let the qualification be a residence at the port for which the election is to take place, or, in the case of seamen with no residence, that they can show proof of continual sailing out of that port, a certain period to be fixed as sufficient proof. Candidates for membership should be selected by the seamen from the register, and polled for as at other elections. It may be argued that the seamen themselves would not go to the trouble to get registered, but now that they have become aroused to the necessity of direct representation, and they themselves demand such representation, we do not believe for a moment that they would throw such an opportunity aside by neglecting to qualify.

NAUTICAL NEWS.

On Saturday Messrs. Napier launched from their shipyard, Glasgow, the last of four steel screw steamers, of about 5,650 tons each, for the Royal Mail Steam Packet Company, London.

H.M.S. *Calliope* has arrived in Plymouth Sound. The *Calliope* was the only one out of the seven ships in the anchorage at Apia which was able to reach the open sea, and escape the fate that befel the other vessels.

THE death is announced of Captain John Artis Martyn, one of the oldest captains in the Cunard Company's service. Captain Martyn, who in recent years had been principally engaged in the Mediterranean trade, was 76 years of age.

A TELEGRAM from Zanzibar states that the men of her Majesty's iron clad *Sultan*, have just captured a dhow with twelve Wanyamwezi porters on board, who had been captured on the mainland, and were being taken as slaves to the Island of Pemba.

MR. JAMIESON's new yacht, the *Iris*, now building in England, is a centre-board cutter, and will draw 21 feet when the board is down. The adoption of the centre-board by our English cousins as a feature in their yachts marks a new departure, says a New York paper.

A CABLEGRAM from St. John's, Newfoundland, received at Dundee, reports the arrival of the steamer *Falcon* with nineteen thousand seals. She reports having spoken the Dundee steamers *Terra Nova* and *Aurora* a few days previously with catches of sixteen thousand and fourteen thousand seals respectively.

THERE continues to be reported an increase of icebergs in the North Atlantic, some of them being exceptionally far south for the season. But icebergs, it need not be said, have travelled much farther south than any now reported. They have been met with as far south as lat. 37° N.—as far south, in fact, as the extreme south of Spain.

THE lumber industry of the Pacific coast is something enormous. One saw mill alone at Port Blakely, Puget Sound, during the twelve months ending Nov. 30, 1889, shipped 88 cargoes of lumber, of which 55 were sent to foreign ports, chiefly Australia, and 33 to domestic ports, chiefly California. Only one cargo went to a Northern U.S. port, and that to Boston.

By a notice it appears that, owing to an accident in the light room, the Bell Rock Light, Firth of Forth, has been extinguished, and cannot be re-exhibited until the necessary repairs are executed. The Rocket Fog Signal will be fired nightly, from time to time, to notify the position of the rock. Notice is also given of the establishment at an early date of a buoy for surveying purposes in the Queen's Channel, Mersey Bar.

At a meeting of the Liverpool Local Marine Board, on April 3, a commemorative silver medal and diploma were presented in the name of the Italian Government to Captain Henry Parry, master of the brigantine *Ebenezer Parry*, of Caernarvon, in recognition of his services in receiving on board his vessel and conveying to Monte Video the crew of the Italian brigantine *Entella*, which foundered in the South Atlantic in May last.

ANOTHER strike occurred at Liverpool docks last Wednesday. A large gang of men employed at the Cunard company's Mediterranean steamers struck last Tuesday night because they were not to be paid according to Union rules, and in order to enforce their demand refused to go to work. An effort was made to draw off other men employed by the company, but without success. Men were brought from Birkenhead to take the place of the strikers, but refused to do so.

THE committee on naval affairs have reported a Bill to prevent the enlistment of aliens in the naval service of the United States. This Bill provides that from and after the passage of this Act no person shall be enlisted for any term on any conditions in the naval service of the United States who is not a citizen of the United States either by birth or naturalisation. Aliens now enlisted and serving in the Navy shall not be allowed, on the expiration of their present term of enlistment, to re-enlist unless they have complied with the provisions of the Act.

It would appear that certain persons in Queensland have attempted to keep for a local society funds subscribed for the London dockers. A Queensland telegram states that at a meeting of the Committee of the London Dock Strike Fund to consider the disposal of the balance in hand, amounting to £447, a legal opinion was read to the effect that the committee had no right to appropriate the money to any purpose other than that for which it was subscribed. It was therefore decided to forward the amount to London, requesting the Lord Mayor to satisfy himself that the money was devoted for the relief of actual distress arising from the strike.

SAILORS' AND FIREMEN'S UNION.

LONDON BRANCHES.

At the last meeting of the Tidal Basin Branch held in the Congregational Schoolroom, Tidal Basin, so many members of the Union were present that the accommodation proved quite inadequate, and after the reading and adoption of the minutes and the financial statement, the meeting had to be adjourned. This large attendance of members is not the only healthy sign of the progress of this Branch. Its income has since last October risen from an average of £35 per week, to an average of £65 per week, or nearly double. Although the entrance fee has been raised during that period from 5s. to 15s., and frantic and unscrupulous attempts have been made, and continue to be made, to damage the Union, seamen have the sense to see that it is the success of the Union which causes this enmity, and at Tidal Basin Branch new members are joining as fast as ever. With regard to the recent concert in aid of the dependents of the seamen missing in the *Erin*, it is very interesting to note that the efforts made by the Tidal Basin Branch alone (which by a levy on its members got £125 to start with) will realise some £300, a result chiefly due to the indefatigable efforts of Mr. Pirrett, the secretary, and Mr. T. M. Williams, who have thus earned the gratitude of many poor women and children. Mr. Plim-oll has just been supplied with a hundred copies of a sadly interesting photograph, consisting of a group of the widows of the men belonging to Tidal Basin Branch missing in the *Erin*. Some of the poor women have as many as four children to provide for, and in one case a woman had both a son and husband in the *Erin*. The circulation of this pathetic group ought to help to bring home to the hearts of our legislators what a missing ship means to many a sorrowing woman. Mr. Relf, the generous proprietor of the Royal Albert Music Hall, Canning Town, who has so often placed his building at the disposal of the seamen for charitable purposes, has received from Mr. Plim-oll, president of the Union, the following letter respecting the entertainment above referred to:—

"28, Park-lane, W., March 8, 1890.

"DEAR SIR,—I must thank you for your kind courtesy to Mrs. Plim-oll, myself, and our party on the occasion of our visits to your hall, which you have kindly lent for a benefit in aid of the widows and orphans of those poor men lost in the *Erin*. On their behalf as well as my own, I must thank you for your kindness and generosity to them. I trust they will not easily forget it. I should also like to add my testimony to the excellence of the amusement you provided at your hall. I neither saw nor heard anything that could be deemed in the least degree objectionable, but it was all characterised by good taste.—I am, dear Sir, yours faithfully,

"C. Relf, Esq., SAMUEL PLIM-OLL, Royal Albert Music Hall, Canning Town."

From personal observation we most thoroughly agree with Mr. Plim-oll's testimony as to the character of the entertainments which Mr. Relf provides, and we feel sure that all Union men will cordially re-echo Mr. Plim-oll's thanks for Mr. Relf's generosity. That they cannot do in a more practical way than by patronising the Royal Albert Music Hall, Canning Town, which, as far as our observation goes, beats all the West End music halls in genuine fun. Mr. Relf has just given further proof of how good a friend he is to the seamen by kindly granting the use of his hall for an entertainment to be held next month under the patronage of Mr. Plim-oll and Mr. Hume Webster, for the benefit of the dependents of Mr. John Grant, chief officer of the missing *Erin*. Their case is a very sad one. Mr. Grant, after working himself up in the most praiseworthy manner from the position of a stevedore to that of chief officer of the *Erin*, had only made two or three voyages in the latter capacity when the ill-fated vessel last sailed, and he has left not only a widow, but six children unprovided for. Several stevedores, who are members of the Tidal Basin Branch of the Seamen's Union, and who knew and respected Mr. Grant, have accordingly decided to get up the benefit referred to, and we trust it will be such a financial success as to bring Mrs. Grant and her children substantial help. Tickets, price 2s., 1s. 6d., 1s., and 6d., may be obtained of Mr. Pirrett, secretary Tidal Basin Branch, Sailors' and Firemen's Union, also of the seamen's popular outfitter, Mr. C. Kelly, 130 and 144A, Victoria Dock-road, Canning Town. Mr. Kelly, who is a friend of Mr. Grant, deserves much credit for the interest he takes in this and other praiseworthy objects. On the principle that one good turn deserves another,

seafaring men should not forget Mr. Kelly when they want serges, oilskins, and such necessities. The vacancy on the Executive Council, occasioned by the recent death of Mr. Crawley, has not yet been filled, and the opinion is expressed that Mr. Garvie, who received the next highest number of votes, should be selected to fill his place. The death of Mr. Crawley having occurred shortly after he was assaulted by one of the mutineers of Tower Hill Branch, some surprise is felt that inquiries have not been instituted with a view to finding whether his death was in any way caused or accelerated by the assault. The rumour that the general secretary was struck by one of the mutineers with a bottle and had his face severely cut is not correct, the truth being that a man who tried to kick him at Thames Police Court, was at once arrested and sentenced to imprisonment.

LIVERPOOL BRANCHES.

At the weekly meeting of the Bootle Branch, April 2, Mr. McGovern in the chair, Mr. Power in the vice-chair, the minutes of the previous meeting, the correspondence, and the financial statement for the week, were passed as read. Mr. Williams moved that the secretary write to Mr. Mansell, the secretary of the Newcastle Branch (in answer to their appeal for help) and state that in consequence of the strike of dockers in this town, we are not in a position to do anything to help them; seconded by Mr. Parks, and carried. Mr. Davies proposed that the same deputation which waited on the steamship owners, wait on the sailing-ship owners for an advance; seconded by Mr. Johnson, and carried. Moved by Mr. McGovern that £5 be granted to help the starving children of the dock labourers; seconded by Mr. Parks, and carried. It was moved by Mr. Murphy that a list of all new members be posted in the room, to give the old members a chance to see who has joined; seconded by Mr. McKevitt, and carried. Mr. McKevitt moved that any member proposing a person to be a member of this Branch, knowing him to have gone away during the strike, and not reporting it to the secretary, be fined the same sum as the person he proposes; seconded by Mr. Johnson, supported by Hanlon, and carried. Mr. McKevitt moved a hearty vote of thanks to the chairman and the visiting members; seconded by Mr. Hendry, and carried. Mr. Williams moved that the meeting adjourn; seconded by Mr. Johnson, and carried. (Received too late for last week's SEAFARING.)

Owing to the absence of the secretary on special business, the meeting of the Bootle Branch was only a very ordinary one; Mr. McKevitt was elected to the chair. The minutes of the previous meeting, the correspondence, and the financial statement for the week, were read out to the meeting, and passed as read. Mr. Boag then moved the adjournment of the meeting. This was seconded by Mr. Stott, and carried.

CARDIFF BRANCH.

At the usual weekly meeting, Mr. Chubbs being chairman, the minutes of the previous meeting were read and adopted. The report of the quarterly audit was then given by Mr. Fred. Evans, showing the financial position of the Branch, and the income and expenditure for the quarter. The auditor said it was very gratifying to him to see the way in which the Cardiff Branch was conducted, and the manner in which the accounts were kept; and he felt sure that before long the accounts, not only of the Cardiff Branch, but of all the other Branches, would be kept in such a way that we should be able to trace every item. It was then proposed by Mr. Neagle, seconded by Mr. Nelson, that the audit be accepted, which was carried unanimously. It was also proposed and seconded that printed forms of the audit be issued to members. Mr. Tucker proposed that a hearty vote of thanks and confidence be given Mr. Evans for the manner in which he had gone through the accounts, which audit had given great satisfaction. The proposition was seconded by Mr. Hopfstaetter, and carried. Mr. F. Evans, in responding, said it gave him great pleasure to see that they appreciated his services, and it was his wish to see the Union prove successful. While they wished success to one Branch they must also wish success to all other Branches, and he must also give great credit to Mr. John Gardner for the manner in which he had kept his accounts. After further discussion on the objects and benefits of the Union, the meeting was adjourned until Monday week, owing to the Easter holidays.

DUBLIN BRANCH.

At the meeting on March 28, Bro. Francis Dache in the chair, there were also present the committee, namely, Bros. Chris. Langan, H. Frazier, P. Cullen, J. McGuire, E. Connolly, H. Lynch, and J. Byrne. After the minutes were adopted, the secretary read

correspondence. The secretary, who was desired to call on the members of this Branch residing in Kingston, stated in consequence of the resolution passed at previous meeting he called on the members in question, receiving contributions regulating payments (contributions), and was most happy to state our members in the country, as well as the city, are still true blue. Bro. Murphy then proposed that a vote of censure be passed on the secretary in consequence of s.s. *Dorrington* leaving Dublin signing four hands weekly at 30s., whilst remainder of the crew signed monthly. This was not actually the case. The vessel had been in the port of Dublin for some few days, and the four men who joined understood that all hands were signing alike. Bro. Cross then complained of having been dismissed from the local steamer *Lady Martin* on account of being a quarter of an hour late. It was proposed that Cross receive the benefit of legal assistance; not passed—as the man should arrange the necessary business in hand, which he had not done. A select committee was afterwards arranged with a view to provide proper representation of our Firemen's and Sailors' Union to sympathise with the General Gas Stokers' and General Labourers' Union, they having a meeting in Phoenix Park. A correspondent writes:—Our Branch assembled at the Union rooms on Sunday morning, attended by our local band. We arrived at the place appointed, and were first in the field. The band of the General Gas Stokers' and General Labourers' Union came next, and after the various branches of unskilled labourers' societies assembled, as well as the skilled labourers, we formed a most imposing crowd of Unionists. The local press appears to ignore us—the toilers of the sea,—the Sailors' and Firemen's Union. Now we ask, as men having done so much good in the past, and preparing for future business, is it not strange that the vote of thanks which Mr. Canby conveyed to the many thousands assembled in the Phoenix Park should not be published in the newspapers? Dear SEAFARING, you must sympathise with us now, as well as at all times. We assembled in our thousands, we accommodated the public press in our wagonette. Yet the men (or the reporters rather) who were to advance the cause of Unionism—appear to forget us. Certainly we did not require the reporters to do the work of manual labour, but it seems strange, after such a glorious meeting, that the cause of labour and Unionism should be barely portrayed. Dear SEAFARING, we assembled our Branch as strong as possible, we led the van, and from the various newspapers you may read of the details of that meeting. We only hope and trust that for future encouragement all Union meetings will be published in the various newspapers (locally). All we can say is give credit where credit is due, and don't forget our motto "Pull together." (Received too late for last week's SEAFARING.)

At the meeting on April 4, Bro. John Byrne in the chair, Bro. Francis Dache in the vice-chair, the committee, consisting of the following, were also present:—Bros. John Kavanagh, P. Swartz, Thos. Sullivan, Henry Lynch, John Johnston, E. Connolly, and John Dench, secretary. The minutes being read and adopted, and the secretary having read the correspondence, the first business entered in was the dismissal of Bro. Wm. Cross from s.s. *Lady Martin*. After correspondence was read on the subject, it was unanimously agreed that Bro. Cross was himself to blame. A vote of censure was then proposed with reference to Cross, which was allowed to stand over. A complaint from Bro. D. Connor was then gone into, and after a discussion the complaint was allowed to be fully gone into on next meeting night, as the meeting was arranged for Good Friday, and members were not aware of the meeting. Bro. Johnston then addressed the meeting at some length. His proposal was that secretary write to Glasgow, with a view to send from the National Amalgamated Union of Dock Labourers in Great Britain and Ireland an organiser to form a Branch of that Union here, as the labourers employed in the Gas Stokers' and General Labourers' Union are most anxious to embrace any member of other Unions, and as we (the Sailors' and Firemen's Union) do not understand the gas stokers' views. Bro. John Dench, secretary, stated that the Union above mentioned was not amalgamated with the National Union of Dock Labourers in Great Britain and Ireland, and it was more with a view to hear their views expressed that we assembled in our hundreds at their demonstration. After a discussion, Bro. Johnston proposed that the secretary write Mr. R. McGhee, president National Union of Dock Labourers of Great Britain and Ireland, insisting on an immediate reply. This was seconded by Bro. Cullen. Bro. P. Cullen then addressed the meeting, detailing

he many grievances of the gas labourers (who are not amalgamated with all Unions), stating the assistance which was given to their Union from the Sailors' and Firemen's Society in Liverpool. After which Mr. Tyrrell, Amalgamated Engineers' Union, addressed the meeting in a most courteous manner, reminding us that at all times we could rely on his best endeavours to advance our rights. After a hearty and sincere vote of thanks to Mr. Tyrrell and chairman, the meeting terminated.

PORT GLASGOW BRANCH.

At a meeting of the above Branch held on March 25, in the Boilermakers' Hall, Mr. John McArthur, president, in the chair, the secretary thanked the members for subscribing to members on strike. The secretary then reported all work done for the week, and told the members that he had not received a satisfactory answer from Mr. Niven, and advised the riggers on strike to stick out with a good heart, and he hoped that before long the strike would be at an end, as Mr. Niven, rigger, was getting cornered in every possible way. A vote of thanks was then awarded Mr. Boyd, of the Glasgow Branch, for doing his best for the members on strike. This was all the business. (Received too late for last week's SEAFARING.)

MIDDLESBROUGH BRANCH.

At the general meeting of this Branch, held on March 31, in the large Club Room in the Market Hotel, the president (John Hardy, Esq.) in the chair, Mr. James Mucklow in the vice-chair, the minutes of the previous meetings were read by the secretary, and confirmed after discussion, on the motion of Mr. Joshua Ayton, seconded by Mr. Wm. Evans. The election of a representative for the Labour Electoral Association Congress, to be held at Hanley, was then proceeded with. Four members were nominated; two of the four objected to stand, leaving in the contest Messrs. Robinson and Hardy. Mr. Robinson was unanimously elected to represent this Branch, on the motion of Mr. J. Ayton, seconded by Mr. Louis Gay. Mr. Robinson was then instructed to ask for a Branch of the Association to be opened in Middlesbrough at the earliest possible date. The secretary then read a letter from the worthy president of this Union (Samuel Plimsoll, Esq.) enclosing a photograph of himself, the Branch having decided to have a portrait of our respected president placed on the new silk banner. The next business was an invitation from the Sunderland Branch to attend a demonstration in that town on Easter Monday, on the occasion of the unveiling of the statue in honour of Jack Crawford, the hero of Camperdown. The invitation was accepted, on the motion of Mr. Ayton, seconded by Mr. Carlin. It was then reported that claims had come in from Alexander Gull, and Sidall Judson, for the loss of their clothes through an explosion on board the s.s. *Ferguson*. It was unanimously carried, on the motion of Mr. Ayton, seconded by Mr. Bowden, that the claims be paid. Messrs. Carlin and Evans were then elected auditors, on the motion of Mr. Collins, seconded by Mr. Gay. (Received too late for last week's SEAFARING.)

KING'S LYNN BRANCH.

The usual weekly meeting of this Branch was held March 28, Mr. H. T. Simpson, the president, being absent, and likewise the secretary (who had gone over to Boston to organise the sailors and firemen), on the motion of Bro. Morrison, it was resolved that Bro. Book, the vice-president, act as chairman, and Bro. Cumming as secretary, *pro tem*. The roll was called, after which the minutes were read; also the financial statement. It was moved by A. Morrison, and seconded by J. Avis, that they be adopted as read; carried unanimously. The secretary (*pro tem*) then stated that he was instructed by the secretary to state that since last meeting he had enrolled 19 members at Boston and two at Lynn. It was resolved that we accept them as brethren in unity. On the occasion of the secretary being at Boston, on March 28, he unfurled the banner of the National Amalgamated Sailors' and Firemen's Union for the first time in Boston, and had a meeting in the evening, which was fairly attended. At the close he had four more enrolled in our ranks, and trusts in time that all the sailing men of Boston will rally around our standard of liberty, not forgetting our tiny little craft SEAFARING, urging all brethren in unity to subscribe to our organ, so as to make it a success. (Received too late for last week's SEAFARING.)

At the last weekly meeting of this Branch there was a fair attendance. The chairman being absent it was moved that Bro. William Brooks occupy the chair *pro tem*. The minutes and accounts of the previous week were submitted and considered

highly satisfactory, and on the motion of Bro. T. Crake, seconded by Bro. T. Muncaster, were confirmed as read. Correspondence was then read from the general secretary; the minutes of the special committee meeting were also read and approved of. The secretary reported that since the last meeting he had enrolled three members, and, being put to the meeting, they were approved of. Under the head of complaints a brother stated that the crew of the s.s. *Marion Lee* were ordered down at 1 a.m. to move the ship under the coal tip, and they refused unless they were paid their overtime for it. A lengthy discussion ensued with animated spirit in respect of the same. It was moved by Bro. Wm. Cummings, and seconded by Bro. E. Massingham, that the secretary be instructed to wait upon the manager to come to some definite arrangement with respect to wages and overtime; carried unanimously. A spirited discussion then followed regarding the funds of the National Amalgamated Sailors' and Firemen's Union of Great Britain and Ireland. It was moved by Bro. W. Cummings, and seconded by Bro. J. Bridges, that the funds of the National Amalgamated Sailors' and Firemen's Union of Great Britain and Ireland be centralised with the approval of the Executive. The wages of the port at present acknowledged, and retained for some time back now, are entirely satisfactory, namely, westward, £5 sailors and firemen; £5 10s. donkeyman and cook; £6 10s. steward. Steam, Mediterranean—sailors £4 15s.; firemen £5; donkeyman and cook £5 10s.; steward £6 10s. Baltic, weekly—£1 12s. 8d. sailors and firemen; boatswain, cook, and steward £1 16s.; lamptrimmer £1 15s.; donkeyman £1 16s.; overtime extra. Local, £1 10s. 4d.; non-local, £1 12s. 8d. Run, Bristol Channel ports—steam, £3 10s.; N. E. ports, £2 10s.

WHITSTABLE BRANCH.

A special committee meeting of the above Branch was held in the club room on April 2, Mr. Gammon in the chair. The chairman said the objects of the meeting were to examine the accounts of the Branch since its inception. The secretary having read minutely the receipts and expenditure, and the committee having been assured that they were satisfactory, it was unanimously agreed to adopt the accounts as satisfactory, and thank the secretary for the efficient manner in which they were kept. It was next suggested that the secretary write to Tidal Basin, to ask the delegates to look out for all Whitstable and Faversham vessels loading burnt ore at Victoria Buoys, London, as their men have not yet joined the Union. This was unanimously agreed to. There being no further business to transact, it was resolved to have a general meeting on Wednesday, April 9, and the meeting adjourned.

LEITH BRANCH.

The usual weekly meeting was held on April 3, when there was a good turn out of members. The chairman and vice-chairman being again absent, the secretary opened the meeting, called the roll of officers, and asked the members to elect a chairman and vice-chairman for that night, which was done, Bro. Sutherland being elected chairman, and Bro. McGregor vice-chairman. The secretary then read the minutes of the previous meeting, which were unanimously adopted, and the financial report for the week was also read and adopted, the members being both surprised and pleased at the progress the Branch is making. The secretary read the correspondence, including a letter from Dundee regarding some members who deserted the s.s. *Mineoid*, and it was unanimously agreed that they be fined 5s. each, being their first offence, and that the same fine be imposed on two firemen who got into trouble at Methil and lost their passage in the s.s. *Mersario*. A letter was read from the general secretary asking that £200 be sent to the head office, and it was unanimously agreed that the secretary be empowered to send on that amount, and the secretary remarked that he was glad to say they would still have a substantial balance. The secretary intimated that the term of several of the honorary members had expired, and it was for the members to say whether they were to be re-admitted. It was agreed to re-admit them on certain conditions. Some time ago a meeting of riggers, etc., of the port of Leith, who are members of the Union, was held in our hall, and a committee appointed to draw up a scale of bye-laws referring to working hours, wages, etc., which will, if sanctioned by the Executive, be printed in book form and issued to those members who desire a copy. The committee have held several meetings, and, having finished their task, it was agreed that the bye-laws be read at a general meeting. These bye-laws having been read by the secretary, were the cause of a long discussion, and several clauses having been amended, it was agreed to delay the adoption of them till another meeting.

WEST HARTLEPOOL BRANCH.

The quarterly meeting was held April 4, in Russell's Hotel, Mr. Barton in the chair. Nine new members were enrolled, making the total number 1,424. About 60 members signified their intention to attend the Jack Crawford demonstration at Sanderland on Monday. Mr. J. Storm announced that the subscription list for those lost in the *Coral Queen* disaster now amounted to £27 0s. 6d. It was decided to close the list a week later, when another will be opened for the relief of the families of the men lost in the s.s. *Tom Pyman*. The quarterly balance sheet was submitted, and showed that the income for the last three months had been £343 12s., of which £94 8s. 6d. was for entrance fees, £220 5s. 7d. contributions, and £4 9s. 3d. for the sick fund. The Branch expenses were £64 18s. 5d., while £167 was paid to the treasurer, and £75 6s. forwarded to the head office. The balance in hand amounted to £2 13s. 7d.

GREAT GRIMSBY BRANCH.

The usual weekly meeting of this Branch was postponed from Monday, April 7, to Friday, April 11, on account of the Easter holidays. Shipping very slack here at present, as it usually is at this time of the year, until the first Baltic fleet arrives. About twenty sailors and firemen reported unemployed. We have received the following:—"The accounts of the Branch were audited on Tuesday, April 8, and were found well and accurately kept, and the bank deposit notes in treasurer's hands.—O. Tulley and W. Stone, auditors."

DUNDEE BRANCH.

At the usual weekly meeting on March 25 (the meeting having been postponed from the Monday to Tuesday on account of a lecture and concert given by Rev. D. McRae and a glee party, for the benefit of dependents of a seaman who died in the ship *Lady Rutwen*), Mr. A. McDonald in the chair, the minutes of the previous meeting having been read and adopted, two defaulting members, who signed in ships (one for a run and the other for the voyage), and who failed to turn up at the ship at the appointed time, were summoned to attend the next meeting of the Branch and give an account of their conduct. Respecting a member who had been in ill-health for some time, and who had written to the secretary asking if he would have to pay for the time he was unwell, Mr. Malloch proposed that the secretary write and ask him to send a doctor's certificate, and let the committee decide whether he should pay up his arrears or not. This was seconded by J. Harvey, and carried. Correspondence was then read, part of which was from the general secretary, concerning the election of an A.B. of the name of Joseph Edwards on the Local Marine Board. Inquiries at the request of the general secretary were made concerning him, when it was found that he was sailing in one of the London boats, from Dundee to London, as chief mate, so the members decided that it would be better not to do anything in the matter at present, until further communication from the head office. Re G. W. Watson and P. Greig, who had been acting as hall keepers for about a fortnight, it was decided that they get 2s. a day for their work. The income and expenditure having then been read, it was proposed by Mr. Potts, and seconded by Mr. McArthur, that it be adopted; carried unanimously. The meeting then terminated at 9.40 p.m.

The Branch held its weekly meeting, March 31, Mr. A. McDonald in the chair. The minutes of the previous meeting having been adopted, J. Anderson, one of the members who failed to turn up at the ship at the appointed time, gave an explanation to the members. Mr. J. Easson proposed it be accepted as satisfactory, seconded by Mr. S. Hall. An amendment was moved by Mr. Potts, and seconded by Mr. Kane, that he be censured, a vote was then taken, when the amendment was carried by a majority of 7. The other member who had to give an account of himself for the same thing did so, and it was proposed by Mr. J. Easson, that it be accepted as satisfactory; seconded by Mr. S. Hall, and carried unanimously. Regarding a blacksmith who has got the promise of a job as donkeyman on board the *Drumcliffe*, and who has never been to sea before, Mr. Davidson proposed he be put on the books as an ordinary seaman, but there was no second. Mr. Williamson proposed he be not allowed to join the Union; seconded by Mr. J. Harvey. Mr. Potts moved an amendment that he be admitted a member of the Union, seconded by Mr. Dawson, and carried unanimously. Regarding the donkeyman of the *Swallow* (s.), who defied the Union some time ago, and was the cause of a strike at the time, and who had got the job on her again, before the secretary would allow him to go in the ship he made him pay 15s. of a fine; it was the unanimous opinion of the members that he had done

quite right in making him pay. Regarding spring holiday, which is the 14th of this month, it was proposed by Mr. Meldrum that the office be closed on that day; seconded by Mr. Williamson, and carried unanimously. A debate with the sail-makers and their wages occupied over an hour, but nothing definite was come to. (Received too late for last week's SEAFARING.)

This Branch held its usual weekly meeting April 8, Mr. A. McDonald in the chair. The vice-chairman, Mr. A. Y. McDonald, being also present, and a good attendance of members. The minutes of the previous meeting having been adopted, correspondence was read, amongst which was a letter from the Riggers' and Hobbler's Union in Barry, asking the "runners" when signing articles, to see that the word "dock" is omitted. The secretary (G. W. Millar) had previously endeavoured to get this done, but without success. As it had every appearance of assuming a strike, Mr. E. Cowie proposed that we do not entertain the request made, but that we do what lies in our power to further the cause of Unionism otherwise than by causing a strike at present. This was seconded by Mr. Potts and carried unanimously. Correspondence from the general secretary, re the election on the Local Marine Board of an A.B., was also read, when it was proposed by Mr. E. Cowie that a deputation wait on Mr. J. Leng, M.P., and ascertain who gave him the authority for saying the majority of the seafaring class in Dundee were in favour of the election of "Joseph Edwards, A.B." on the Dundee Local Marine Board, as it was not before inquiries were made that any of the members knew who he was, and that after it was found out that he was not an A.B., but held a master's certificate, and is presently sailing in one of the London boats as chief mate. The deputation appointed was Mr. E. Cowie and Mr. A. Y. McDonald. The gold medal that had been sent for from the head office for Mr. Edwin Cowie, was shown to the members present. It was then put to the meeting to ascertain if a smoking concert could be held some other evening, to present the same to Mr. E. Cowie. It was ultimately decided by the members that the presentation take place that night. The chairman, Mr. A. McDonald, then presented it to Mr. Cowie, in a neat speech, and trusted he would be long spared to wear the same. Mr. Cowie then accepted it, and replied in a very suitable manner, saying it would stimulate him to further the cause of the Sailors' and Firemen's Union, and he hoped that before this time next year, he would have another to wear side by side with the one he had received for 100 more members.

ABERDEEN BRANCH.

The usual weekly meeting of this Branch was held on April 1 Mr. J. Farquharson, president, in the chair. There was a large attendance of members. The minutes having been confirmed, correspondence was read, one item of which created some discussion and soreness. This was in respect to the entry of two blacklegs in two of the London Branches. This Branch is sorry to record the violation of the rule sent out by the Executive to the effect that all who become members shall be enrolled for their own port. Branch secretaries would require to guard against this. Getting members is a good thing, and to be desired but we cannot afford to smash principle for numbers. The Branch resolved in one case that he should be erased from the roll of this particular Branch, and they would then deal with the case on its merits. The secretary next intimated that the levy imposed by a former meeting on behalf of Mrs. Wright, a sailor's widow, had amounted for the week to £1 3s. 6d., which sum had been duly handed over. For the information of our members, we beg to state that this levy of 3d. was duly proposed and carried at a Branch meeting, and considered to be a much more satisfactory way of rendering assistance than the issuing of subscription sheets. Members at a distance are requested to note this. The trawl fishermen at the port of Aberdeen, a body of industrious men, have had for some years a local Union, but an expression now and again led the Branch here to hope that they would join the National Union. This has been realised sooner than was really anticipated; a large deputation waited on the committee of the Branch after the meeting on Monday night to discuss and arrange the take-over, which was duly accomplished, they being admitted in a body at an entrance fee of 5s. The membership of this local Union is 122. This in itself is a good stroke, but there is more. It opens up a new channel for the Union, as there are hundreds of *bona fide* fishermen on the east coast, and when they once get the conviction, as the Aberdeen men have got, that they will have better protection, there is every likelihood that they too

will become members, and by this means unify the seafaring community. The conditions otherwise are akin to the following: They will pay their contributions at the Branch office as other members. In respect to their work and payments for the same being different from the other members, they will appoint office bearers and a committee to administer these affairs, and have a distinct meeting night of their own in the offices for that purpose. In fact, to sum up the position, it would be this—members of the National Union subject to its registered principles, yet a Home Rule section. In other respects the Branch continues to flourish; many are being enrolled, and old faces are turning up every other day; this is the best possible evidence of the worth of the Union to its members. [Received too late for last week's SEAFARING.]

BELFAST BRANCH.

The weekly meeting was held in the Union Rooms, 41, Queen's-square, on Mar. 27, Mr. Cobain in the chair. The ordinary business being transacted, a discussion took place regarding what remuneration should be given to the treasurer for his services to this Branch. After a lengthened discussion it was moved and seconded that he get the badge of the Union in gold, in size suitable for a watch appendage. A deputation was then appointed, consisting of the chairman and Mr. N. McCarthy, a member, to go with the secretary and arrange for having the resolution carried into effect. The case of a member of the Barrow-in-Furness Branch was then laid before the meeting; the said member being present, explained the destitute condition in which he was placed. After questions being asked and answered, it was moved and seconded that he receive 4s. to keep him two days, he at the end of that time to proceed to the Bristol Channel in a vessel about to sail. In the case of a member who had gone in the s.s. *Horn Head* as a runner, in company with three blacklegs, the firemen of this port being standing out for £5 per month, the member explained his reason for doing so, which was considered satisfactory. After some comments by the chairman, in which he advised all to be careful in future, the matter dropped. The secretary then explained the necessity of having a member appointed to represent this district on the Executive Council, explaining the conditions and rules on this subject. After some conversation the matter was postponed till next meeting. [Received too late for last week's SEAFARING.]

FLEETWOOD BRANCH.

At the usual weekly meeting of this Branch, held in the Union Rooms, Dock-street, on Tuesday, April 8 (the rooms being lent on Monday to the dock labourers, who wished to form a Union in Fleetwood), the minutes of the previous meeting having been adopted, correspondence was read without discussion. The ship *Afghanistan* signed a Union crew for Cardiff by the run. There are plenty of ships here in dock, but shipping is dull, as men are sent down from scab boarding houses in Liverpool, at the rate of £4 per month, going to Cardiff, where we hope they will be stopped by Mr. Gardner. We are also putting Union men in our Belfast boats, and I hope the day is not far distant when all the scabs on them will have to come to the front. Then we will get on cheerily in Fleetwood.

GOOLE BRANCH.

At the meeting held at Bank Buildings, April 8, Mr. R. Broughton in the chair, the minutes having been confirmed, the secretary reported visiting Hull in connection with forming a fishermen's Branch of the Union. The secretary spoke at some length respecting the contemplated Trades Council for Goole, and explained the objects of the same, and a lengthy discussion followed. The following bye-laws for the Branch were brought forward, and each carried unanimously. Proposed by Bro. Bedford, seconded by Bro. Morton:—1st. That any vessel in which Union men are employed being in port on meeting nights, having eight members and upwards on board, will be required to send not less than two members to the meeting. A fine of sixpence will be inflicted on each absentee, each member of the crew to take his turn or find a substitute, and that a delegate be appointed on each ship to see that this rule is carried into effect. Proposed by Bro. Noble, and seconded Bro. Rowe, that no moneys paid by members be credited to them as contributions until fines inflicted have been paid. Proposed by Bro. Broughton, seconded by Bro. Bradley, that any member discussing the business of the Union outside the meeting room, or divulging any of the same to non-Union men, and especially to anyone connected with the shipowning interest, shall, for the first offence, be fined the

sum of 2s. 6d.; second offence 5s., and shall be suspended from benefit until the fine be paid; for the third offence, immediate expulsion from the Union. This rule to be rigidly enforced. It was reported that the Co-operative Company had paid up the 30s. from the first of January. This announcement was received with great satisfaction, and a vote of thanks was subsequently passed to the Shipping Committee at the Committee meeting. General business being done, the meeting closed at 10 p.m.

HULL BRANCH.

At the usual weekly meeting, held in Unity Hall, Mr. W. Brown in the chair, after the minutes and financial statement had been adopted, correspondence was read, amongst which was a letter from Mr. John F. O'Sullivan, accountant International Sailors' and Firemen's Union, asking for information relative to the working of the National Union. Mr. O'Sullivan mentioned the fact that George Watson Reid, late secretary of the Hull Branch, who absconded to the States, was general secretary to the International Union. The present secretary of the Hull Branch, Mr. Hill, was directed to communicate with Mr. O'Sullivan and give him a detailed account, as near as laid in his power, of Mr. Reid's conduct during his tenure of office, and, furthermore, that no communication would be accepted or replied to so long as George Watson Reid held an official position in the International Union. An appeal from the Hull Trades and Labour Council received favourable attention, the appeal being for funds for electioneering expenses contracted by running Labour candidates. It was proposed by Mr. Overton, seconded by Mr. Lawday, that the Branch subscribe one penny per annum per member to the Council, the said penny to go towards electioneering expenses. The question of the advisability of being affiliated with the National Labour Electoral Association was discussed, and it was unanimously agreed that we be affiliated with that body, and that the Branch contribute the sum of 10s. per annum to the same. The question of bankers arose, and as no branch of the National Provincial Bank is in Hull, it was unanimously agreed that the Executive be requested to give its consent to allow the Hull Branch to bank with Messrs. Pease & Co., bankers, they having business connections with the National Provincial Bank. The resolution respecting the banner fund was put to the meeting for final confirmation, and was unanimously carried, a levy of 6d. being put on each member of the Branch. A fishermen's section of the Hull Branch of the Union has been started, and good results are expected. The trawler, engineer, and tugboat section are doing well, men joining as fast as they come in from sea. Shipping slack.

NEW BRANCH AT PETERHEAD.

On Thursday evening, April 3, the sailors, firemen, and fishermen resident in Peterhead wishing to join the Sailors' and Firemen's Union, met in Peterhead, when Mr. J. C. Thompson, Aberdeen, gave full information as to the benefits of the Society. There were about fifty persons present. Mr. T. D. Rennie, merchant, took the chair, and after explaining how the meeting had been called, he introduced Mr. Thompson. This Union had already done good for the seamen, and if it was good for the seamen it was good for the world at large. The Union should not be overbearing towards the owners, nor the owners overbearing towards the Union. He spoke of the bad food and water which the sailors sometimes got, and went on to refer to the dangerous nature of the sailor's occupation. He considered the sailors ran the greatest risk of any trade in the world, as they were always within half-an-inch from death's door. This Union was formed for the purpose of the sailors asserting their rights, and he hoped they would succeed in doing so.

Mr. Thompson then addressed the meeting at considerable length. As a native of Peterhead he had great pleasure in coming there to address a meeting of seafaring men. It was long thought that it was impossible to unite the seafaring class, either the sailors or the firemen, but the Union had already a membership of 100,000, and these members had joined within a very short space of time. In the Aberdeen Branch they had enrolled 658 financial members, and that week the local trawl fishermen had come into their Society. By coming members they would receive protection they never had before, and they did not intend to halt until they had a Branch in every seaport on the east coast of Scotland. He understood that the Peterhead seamen only received £3 5s. per month as wages, and he honestly declared that this was too little. In Aberdeen the sailors, sailing in the same kind of ships, had £4 per month, and the Peterhead men, he considered, could stand a

rice as well as the Aberdeen men. They could not rest until they accomplished this. They wished to raise the status of the seamen so as to make them occupy a position socially with other classes of the community. He narrated the principal benefits of the Union, and amongst these were the necessity for improving the condition and protecting the interests of all classes of seafaring men; establishing seamen's homes in all places where the Executive Committee may think expedient; to make advances of money to seafaring men, provided they have been twelve months financial members; to endeavour to get reasonable hours of duty, reasonable wages, and promote the Parliamentary representation of the seafaring class; to assist members whose interests have been damaged, etc., etc. While touching on the benefits of the Union he pointed out, amongst other things, that a good Union would prevent freights from coming down. An unprincipled man would not have the same tendency to cut his brother owners out of the field. Up to the present time they had not a seafaring man in the House of Commons, but the general secretary of this Union was nominated and was to stand as a candidate at the next general election. There would be a good fight, and if the secretary were successful they would have a practical seaman in the House of Commons. The load line he held to be a necessity. The drink business was the great curse of the seafaring class, and when the sailors came home and got muddled they were taken advantage of. There were men, not seafaring men, like sponges, who went on sucking until there was nothing left in Jack's pocket. They should get clear of strong drink at all times, and there was no fear of them. The Union was producing a new class of men.

The chairman also addressed the meeting, and a few questions were satisfactorily answered by Mr. Thompson. Mr. K. M. K. said that the owners had the ball at their own feet too long, and a Branch of the Union should have been formed in Peterhead ere this time. He moved accordingly, and this was unanimously agreed to amid applause. Between twenty and thirty members were enrolled at the close.

Secretaries are requested to take notice that men sailing from Peterhead after this, must be enrolled for that Branch.

LANE ROUTES.—There has been some little controversy in the local press recently in regard to lane routes across the Atlantic, says the *Marine Journal*. The managers of the various routes scout the idea of the abandonment of the Maury lane route, and state that steamship commanders are instructed to follow it as closely as possible. It is hardly necessary to say that when the "record breakers" leave either the port of New York or Queenstown, their orders are to reach the other side of the Atlantic at the earliest possible moment without regard to route taken. The captain who makes the shortest number of miles in the passenger season is the one who receives the highest praise from the management of the line. Why did the Marine Conference fail to do its duty in neglecting to take up the matter of lane routes, and thereby add to the safety of life and property in crossing the ocean? Simply because there were too many members of the Conference interested in speedy passages.

LARGEST WOODEN VESSEL.—The *Press* of Philadelphia, reporting the arrival at that port recently of the wooden vessel *Rappahannock*, says she is the largest wooden vessel afloat. She was built at Bath, Maine, and cost 125,000 dollars. Her dimensions are:—267 feet long, 48½ feet beam, and her total tonnage 3053 net. In the construction of the ship 701 tons of Virginia oak and 1,200,000 feet of Virginian pine timber were used. The frame is of oak, well seasoned when put up, and the first quality of Georgia pine was used in the ceiling, deck frames, and planking. The main keelson is 3 feet 2 inches in depth; bilge keelsons, 14 inches flush; lower deck beams 15 inches by 15 inches; between deck beams, 12 inches by 14 inches; upper deck beams, 12 inches by 14 inches; and the spar deck beams at the main hatchway are 18 inches by 18 inches. The decks are of yellow pine and the quarter deck extends forward to the mainmast. The *Rappahannock* is said to be the heaviest sparred ship that ever carried the standard stripe. Her mainmast is 89 feet long and 3½ inches in diameter; the foremast is 38 feet long and 3½ inches in diameter; the main topmast, 58 feet; main topgallant mast 71 feet; main yard, 95 feet; fore yard, 35 feet; lower main topgallant yard, 8 feet; upper main topgallant yard, 87 feet; lower main topgallant yard, 70 feet; upper main topgallant yard, 61 feet; main royal yard, 53 feet; main royal yard, 4 feet. The lower masts are of Georgia pine, and the other spars are of Oregon pine. The ship has a steel bowsprit, which is an innovation. She has no jibboom. Her spread of canvas will be 15,000 yards.

LOAD LINE.

At present the marking of the load line on a ship is in the hands of the owner himself. It is proposed, in a Bill introduced by Mr. Broadhurst and backed by Sir William Harcourt, to place the matter under the control of the Board of Trade. By Mr. Pimms's Act an owner is required to paint on each side of his ship, amidships, a circular disc 12 in. in diameter with a horizontal line 18 in. in length drawn through its centre. According to the Bill the centre of this disc is to be placed at such level below the "deck line" as may be approved by the Board of Trade from time to time. And it is to indicate the maximum load line in salt water to which it is to be lawful to load the ship, until the position of the disc is altered by direction of the Board of Trade. The Board are empowered by the Bill to appoint any of their surveyors or officers, or the officers of any corporation or association, for the survey or registry of shipping, to approve on their behalf from time to time the position of any such disc. The Board may also appoint fees to be taken in respect of any such approval. In passing through Committee the Bill had a proviso inserted in it to the effect that the position of the disc is to be fixed in accordance with the tables framed by the "Load Line Committee," appointed before the passing of the Bill, subject to such allowance as may be made necessary by any difference between the position of the deck line and the position of the line from which freeboard is measured under these tables. The Board of Trade are directed to appoint the Committee of Lloyd's Register, or, at the option of the shipowner, any other corporation or association for the survey or registry of shipping approved by the Board, to approve and certify the position of the disc on their behalf from time to time. The Board is also empowered to make regulations determining the lines or marks in connection with the disc in order to indicate the maximum load line under different circumstances and at different seasons, and declaring that the provisions of the Merchant Shipping Act of 1876 are to have effect as if any such line were drawn through the centre of the disc. Regulations may also be made as to the mode in which the disc and the lines or marks are to be marked or affixed on the ship, whether by painting, cutting, or otherwise, &c. A clause inserted in the Bill requires all vessels loading at British ports to conform to such regulations with respect to loading as may be made by the Board of Trade for preventing loss of life at sea.

LORD BRASSEY and Lord Sheffield are said to be at the head of a syndicate for cutting a deep channel up to Brussels and making a seaport of that city.

MRS. BENSON, wife of Captain Benson, at present in command of an African vessel, has cut her throat at her residence, Fairfield, Liverpool. In the room where the suicide committed the deed lay her infant child, to whom she was devotedly attached.

LIMITS OF CLYDE PILOTAGE.—Sheriff Guthrie gave judgment, on April 3, in an action raised in Glasgow Sheriff Court by Alexander Scott, master of the tarque *Luis A. Martinez*, of Pictou, Nova Scotia, against P. H. Dixon and Harrison, shipowners, Glasgow, owners of the *Bramble*, s.s. of Glasgow. Pursuer claimed £50 in respect that the *Bramble* in entering the Queen's Dock struck the *Luis A. Martinez*, and damaged it. The Sheriff said that the collision was caused by faulty navigation of the *Bramble*, in respect that she was brought into the entrance of the dock at too high a speed and without due regard to the direction and force of the wind. The *Bramble* was at the time under the charge of a licensed pilot in waters where it was compulsory to employ such a pilot, and it was not proved that the collision was caused by the fault of any person on board the *Bramble*, for whom the defenders were liable. His Lordship therefore absolved the defenders, and allowed them expenses. In a note to his interlocutor Sheriff Guthrie said that the point chiefly argued was that compulsory pilotage ceased at the entrance of the Queen's Dock. This contention was founded on the definition of the River Clyde and Harbour of Glasgow in the General Act of 1858 and the Act of 1883. It was, however, very plain, in the Sheriff's opinion, that while the use of these two terms in the Act was frequently loose and "mixed" the River Clyde included much of the harbour of Glasgow. Indeed, he thought it might fairly be said that all the harbour of Glasgow was within the River Clyde as defined by the Act, and that so the Queen's Dock was truly a portion of the River Clyde as so defined.

SAILORS AND BENEFIT SOCIETIES.—A case of importance to sailors and benefit societies came before Judge Leonard at the Southampton County Court on April 3. The plaintiff was a sailor, residing at Southampton, and sailing from that port, and was a member of the St. Mary's Working Men's Annual Benefit Society. When at Constantine recently with his ship he was seized with illness, and when he came home claimed four weeks' sick pay. This the society declined to pay, on the ground that the rules specified that all members must reside in Southampton, and therefore, by being out of the district, the plaintiff ceased to be entitled to sick pay. On behalf of the society, it was urged that the reason the rule was strictly enforced was that sick members should be visited, the secretary adding that, during its thirty years existence, the society had never paid a claim of that sort. His Honour: Then it is more shame to you; that is all I can say. Having received this man's money, and knowing him to be a sailor, you ought to pay him his allowance. After this expression of opinion the case was adjourned, to allow the committee of the society an opportunity of reconsidering its position.

Wilson Testimonial Fund.

THE following amounts have been received up to date.

	£	s.	d.
Aberdeen	0	10	0
Bootle	2	1	6
Belfast	1	13	4
Barrow-in-Furness ...	1	6	0
Birkenhead	0	13	0
Dublin	1	4	9
Dundee	1	4	1
Foreman	0	3	0
Green's Home	4	18	2
Glasgow	6	7	0
Goole	1	3	3
Grimby	1	6	8
Gravesend	0	6	0
Hartlepool	0	6	0
Hull	2	0	0
King's Lynn	0	11	3
Liverpool	1	15	1
Leith	1	10	0
Middlesbrough	2	10	0
Newcastle	1	15	4
North Shields	1	16	1
Southampton	0	8	9
Sunderland	6	10	2
South Shields	3	7	3
Seaham Harbour ...	3	15	9
Yarmouth	0	2	6
Crew of s.s. <i>Kenmore</i> , of Dundee	0	10	0

£49 19 6

Collectors are requested to be good enough to keep their lists open till further notice, and to remit all monies in hand to Mr. J. R. England, 80, Dundas-street, Monkwearmouth, Sunderland. W. M. MAXWELL, Honorary Secretary.

SAILORS' AND FIREMEN'S UNION
BOARDING HOUSE,
EDWARD MILTON, Proprietor.

'FORESTERS ARMS.'

81, EAST HOLBORN, SOUTH SHIELDS.

UNION OF CERTIFICATED
SHIPMASTERS AND OFFICERS
OF GREAT BRITAIN AND IRELAND.

Head Offices and Club Rooms:

33, MARKET PLACE, SOUTH SHIELDS.

NOTICE TO
CERTIFIED OFFICERS.

A Branch of the above Union has been opened at GLASGOW, and Premises have been taken at

No. 232, BROOMIELAW,

Where every information will be given to all Officers making inquiry.

THOMAS SHANLEY, Secretary, pro tem.

N.B.—A Reading and Smoke Room will shortly be opened.

NOTICE.

TO SECRETARIES AND CORRESPONDENTS.

The GRIMSBY BRANCH have taken larger and more commodious offices. On and after Saturday, February 15th, please address all correspondence to Unity House, No. 1, Kent Street, Great Grimsby. Telegrams addressed "Young, Unity House, Grimsby," will reach their destination.

F. W. YOUNG, Secretary.

NOTICE.

Branch Secretaries are notified that J. Wilson, who was announced in SEAFARING as being fined 10s., has now paid his fine, therefore Branch Secretaries are requested to pass him.

Sunderland, March 17, 1890. W. C. LONSDALE.

NOTICE

TO

Branch Secretaries.

Branch Secretaries who have not yet done so are requested to at once inform the Editor of "SEAFARING" of the time and place of the weekly meetings of their Branches, also to furnish him with the name and address of the solicitor and medical officer of their respective Branches.

J. H. WILSON,

General Secretary,
Sailors' and Firemen's Union.

MEMBERS DESIROUS OF PURCHASING LARGE
Photographic Picture of Delegates

WHO MET AT

CARDIFF

In OCTOBER, 1889, can have one or more copies on application to Head Office.

W. M. MAXWELL, Assistant to Gen. Sec.

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140, BUTE ROAD, CARDIFF,

AND AT

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New and Second-hand Sextants, Quadrants, and
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POUND.

N.B.—Special terms have been arranged
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Norwegian Patented Fog Horns,

As used on board the New York Pilot Cutters,
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NOTICE.

To all Union Crews Sailing from London.

If from sickness, or any other cause, any men who have signed in your ship fail to turn up at the appointed time, and your ship leaves the Dock short-handed, but with the intention of shipping men in the river, or at Gravesend, ascertain the number of men that is short, and report the same to the Delegate on board the Launch, or at Gravesend. Do not allow boarding house masters, runners, or any other of the Thames sharks that infest the river to put any men on board. Remember that you can get Union Men at Gravesend, or from the Launch that flies the Union flag.

JOHN DEGNIN, Sec., Gravesend Branch.

TUG BOAT BRANCH.
SAILORS' & FIREMEN'S UNION.

NOTICE.

Tug Boat Men desirous of protecting their interests and improving their condition should at once join the above, while the entrance fee is low. They can be enrolled at any of the London Branch Offices of the Sailors' and Firemen's Union (mentioned on page 8 of SEAFARING), or at Mr. Fysh's, 257, East India Road, Poplar, any evening from 8 to 10 p.m. The weekly meeting of the Tug Boat Men is held at the "Captain Mac o' War," High Street, Poplar, every Wednesday evening.

TO SHIPOWNERS.

Shipowners requiring Masters or Mates can depend upon being supplied at once with thoroughly Competent, Steady, and Trust-worthy Captains and Officers by communicating with Capt. Luccock, 33, Market Place, South Shields, where a Register of Unemployed Masters and Mates is kept, free of charge.

THE SHIP'S SURGEON OF TO-DAY.

BY

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Late Surgeon-Major Army Staff, and some
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Holt Lines, &c., &c.

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OF THE

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NOTICE.

Union Men are requested to
BOARD only at Boarding Houses
which are ADVERTISED in "SEA-
FARING."

Members having complaints against
Boarding Masters must send them in
to the nearest Branch Secretary.

By order of the Executive, Sailors' and Firemen's
Union,

J. H. WILSON, General Secretary.

The names and addresses of the keepers of Seamen's Boarding-houses will be inserted in SEAFARING at the rate of 2s. each per week, payable in advance. For 13 weeks the price is 15s.; for 26 weeks, 25s., payable in advance. These advertisements are intended as a Directory to seafaring men, so that on arriving at any port they have only to refer to SEAFARING to find where they can be comfortably boarded and fairly treated. No Seamen's Boarding-house will be advertised in SEAFARING on any terms unless recommended by the Branch Secretary of the Sailors' and Firemen's Union in whose district the house is situated.

TO UNION MEN.

Union men engaging by the run to Cardiff, Barry, or Penarth, either steam or sail, are requested to see the word "Dock" is left out of such engagements, and to agree only to bring the vessel to either the Port of Cardiff, Barry, or Penarth. They are further requested to give up all vessels (when practicable) in the Basins to the resident Union riggers, Cardiff, Barry, and Penarth, having been proclaimed Union ports.

(Signed) J. HARRISON,

Branch Secretary,

Cogan, Feb. 4, 1890.

N.A.S. & F.U.

NOTICE.

Seamen would do well to take careful note of the sums deducted from their wages for postage in foreign ports. Nearly all the letters received at the office of SEAFARING from seamen abroad are insufficiently stamped. The envelopes containing these letters will in future be preserved, so that seamen may compare the postage actually paid by the captain with the postage he has deducted from their wages.

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SOCIALIST & LABOUR ADVOCATE.

Record and Review of the Labour Move-
ment in all parts of the World.

SPECIMENS FREE.

ONE PENNY WEEKLY.

24, Great Queen's St., Lincoln's Inn Fields,
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Holds Certificates for Extra Master, Comp. Dev.,
and A.B. from H.M.S. President. Separate rooms
each grade. Seaman's class daily.

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ALL GOODS WARRANTED.

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sent free to any part of the Kingdom on receipt of
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FEATHER BED,

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In Linen Tick, 56lb, warranted good and free from
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Order for

£2 10s.

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70, 72, & 74, Rathbone Street,
CANNING TOWN, LONDON, E.

NOTICE.

To Members of the National Amalgamated
SAILORS' AND FIREMEN'S UNION
All Union Men arriving at or sailing from
LEITH are invited to visit

L. HYMANS

Pawnbrokers' Salerooms & Seamen's Outfitting Stores
3, TOLBOOTH WYND, LEITH,

Where he has always on hand a large stock of New and
Second Hand Clothing, suitable for Seamen, at prices to
suit everyone. Also large quantities of unredeemed
pledges, consisting of Gold and Silver Watches,
Sextants, Optical Goods, Marine and Field Glasses, at
really low prices.

ARMY & NAVY TROUSERS FROM 1/6 TO 3/6
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NOTE.—L. H., being an authorised agent for the most
prominent Boot and Shoe Manufacturers, purchasers
may depend on getting the best value.

OILSKINS FROM 8/6 TO 10/6 A SUIT.

N.B.—Members of the Seamen's and Firemen's Union
supplied on Special Terms. Advance notes cashed at
a very small per centage.

N. A. S. & F. U.
UNION HOME,
26, UNION STREET, LIVERPOOL,
Sailors and Firemen 15s. per Week.
A. J. CANDLER, Proprietor.
N.B.—Every attention paid to Boarders. None but
Union men admitted.

UNION MEN IN LONDON

SHOULD GO TO

C. KELLY,
130 & 144, VICTORIA DOCK RD;
LONDON, E.

For Serges, Oilskins, Guernseys, Officers'
and Seamen's Caps and Hosiery.
Hats, Ties, Scarves, Collars &c., of the
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— ESTABLISHED 1814. —

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Every description of Oilskins made to order. Suits
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Choice Wines. Cigars of the Finest Quality. Middle-
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WINES, SPIRITS, BEERS, AND CIGARS OF THE
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Keep a large and Complete Stock of
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MODERATE CHARGES.

ATTENTION AND CIVILITY GUARANTEED.

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Seamen Boarded by Day or Week according
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